

HIGHWAYS - BUSES - RAILROADS - AERONAUTICS

REPORT OF
OPERATIONS
1972



NEW JERSEY
DEPARTMENT
OF
TRANSPORTATION

JOHN C. KOHL, Commissioner

NJ
HE
28
N5
R4
1972
C.2

CONTENTS

I	HIGHLIGHTS	1
II	TRENDS	3
III	FINANCE	7
IV	BUILDING FOR TODAY AND TOMORROW	11
V	NEW PATHS TO BETTER LIVING	19
VI	PROFESSIONS WORKING TOGETHER	23
VII	TOWARD GREATER EFFICIENCY	27

VIII APPENDIX

ADMINISTRATION

Operating Budget and Staff	A-1
----------------------------------	-----

HIGHWAY ACTIVITIES

CONSTRUCTION

State Aid	A-3
Value of Contracts Awarded	A-4
Interstate System Status Map	A-5
Intrastate Freeway Status Map	A-6
Intrastate Freeway Status Chart	A-7
Interstate Highway Contracts Awarded	A-8
Intrastate Freeway Contracts Awarded	A-8
Land-Service Road Contracts Awarded	A-9
Interstate Highway Projects Completed	A-10
Intrastate Freeway Projects Completed	A-11

APPENDIX (continued)

Land-Service Road Projects Completed A-11

MAINTENANCE

Inventory of Components A-2

Betterment Projects by Contract A-13

Facilities Map A-14

Betterment Projects by Department Forces A-15

PUBLIC TRANSPORTATION ACTIVITIES

Public Transportation Projects Completed A-12

Project Status and Cost Summary A-17

Rail Passenger Volumes A-18

Rail Assistance Contract Payments A-19

Central Railroad of New Jersey Projects Map A-20

Erie Lackawanna Projects Map A-21

New York & Long Branch Projects Map A-22

Penn Central Projects Map A-23

Pennsylvania-Reading Seashore Lines Projects Map.. A-24

Railroad Passenger Service Map A-25

Locations of Bus Projects A-26

Bus Assistance Agreements A-27

AVIATION

Airport Facilities Map A-28

Facts A-29

PUBLIC HEARINGS A-30

ORGANIZATION CHART A-31

I. HIGHLIGHTS

Significant accomplishments by the Department of Transportation during the year included the following:

- The State's transportation needs were reviewed and updated by the Department and were presented in the 1972 Master Plan for Transportation in New Jersey.
- The State Commuter Operating Agency approved the acquisition of 106 passenger cars and nine locomotives for use on the Central Railroad of New Jersey and Erie Lackawanna Railway.
- A key section of Interstate Route 95 (the notorious "missing mile") was opened to traffic between the northern terminus of the New Jersey Turnpike and a previously completed portion of Route 95 in Teaneck to provide direct access from the Turnpike to the George Washington Bridge.
- The Dial-A-Ride bus demonstration project in the Haddonfield area began operations with U.S. Department of Transportation Secretary John A. Volpe making the first call for service.

- Interstate Route 195 from Allentown, Monmouth County, to Jackson Mills, Ocean County, was opened to traffic. This 12.6-mile segment was the longest single section of the Interstate System in New Jersey to be opened at one time.
- The Federal Highway Administration approved the Department's proposed alignment and environmental impact study for the continuation of Interstate Route 195 into Ocean and Monmouth Counties. This is the first route location recommendation supported by an environmental study to receive Federal approval.
- The Little Silver park-and-ride facility was opened on the New York and Long Branch Railroad.
- Existing bus service in Camden County which paralleled the Lindenwold Speed Line was restructured to provide cross-county feeder service to the high speed line in off-peak hours.
- A special task force from the Right-of-Way Division began the massive job of appraising the lands required for the planned Sports Complex in the Hackensack Meadowlands, Bergen County.
- Buses of the Inter-City Transportation Company were purchased to preserve local service in northeastern counties.

II. TRENDS

For New Jersey citizens, the trends in transportation usage largely were an extension of the past. Although residents continued to embrace the private automobile, there were signs of change to public transportation despite deficiencies and disruptions in service. Railroad ridership increased and in some areas bus ridership also rose.

Here are some indications of the direction New Jersey is headed:

POPULATION - Up slightly during the year by 80,000 to 7,382,985, with the shift to the suburbs from urban areas continuing.

MOTOR VEHICLE REGISTRATIONS - Rose again by 158,000 to 4,134,000, showing that suburban residents still depend on the private automobile, even if it is only to drive to a park and ride station.

LICENSED DRIVERS - The total number of motor vehicle operators' licenses in force during the year increased 57,627 to a total of 4,259,612, indicating continued reliance on the automobile as the principal mode of travel.

GASOLINE CONSUMPTION - Gasoline consumption increased by 200 million gallons to 3.35 billion gallons.

VEHICLE TRAVEL - On all roads in the State, motor vehicle travel increased to 47 billion miles, 3.8 billion over last year.

TRAFFIC VOLUMES - An average increase of 3 percent for all New Jersey roads, with an increase of 12 percent on Interstate highways.

RAILROAD RIDERS - Overall railroad ridership increased slightly during the year to reverse a two-year trend.

BUS RIDERS - The number of passengers on bus lines continued to decline, with much of the decline attributable to strikes, increasing age of buses, service curtailments, and excessive rainy days during the last quarter of the year.

AVIATION ACTIVITY - General aviation operations showed an overall increase for the first time since the previous high in 1969. Aircraft registrations and fixed base operator activities increased slightly; helicopter and scheduled air carrier operations increased significantly.

HIGHWAYS

The continued urban spread has caused many of the existing State highways to carry much more traffic than their design capacity. This has placed an increasing demand on the Department to maintain the highways, eliminate hazards, and improve the existing land service roads.

Even before sections of the Interstate routes and new urban freeways are open to traffic, industrial firms and land developers prepare plans to relocate their operations in New Jersey along the super-highways. Because many of these plans are not made known to the Department, unanticipated highway problems develop, especially at interchanges.

The increase in traffic volume this year, measured at more than 200 counting stations operated by the Bureau of Data Resources or other authorities, has been substantial. A growth of 3 percent is indicated as the average increase on all New Jersey roads. On the Interstate system the increase at ten stations indicated an increase of 12 percent. Indications are that this increase should continue as more of the Interstate routes and freeways are opened to traffic.

AVIATION

The trend of aviation activities during the year indicated an overall increase. Newark Airport passenger traffic increased 10.6 percent to 6.7 million passengers, and air cargo traffic increased 8.6 percent to 146,603 tons. Mercer County Airport passenger use increased 21 percent to 39,616, and air cargo increased to 420 tons.

The number of aircraft registered in the State increased 4 percent to 3,475. General aviation aircraft traffic operations at tower operated airports continued an overall gain after a decline from the 1969 peak. Mercer Airport general aviation traffic operations increased 21 percent to 149,716 from last year's 123,267. Operations at Morristown Airport decreased 1.8 percent from 185,274 in 1971 to 181,936.

General aviation operations showed a significant overall increase in the number of air passengers carried. Mercer County Airport passenger figures, coupled with two of the major commuter operations in the South Jersey region, indicate the commuter airlines (third level carriers) provide a significant contribution to meeting air transportation needs of smaller communities not being serviced by scheduled air carrier service.

The three primary commuter airlines carried 170,114 passengers compared with last year's count of 142,574, an increase of 19.3 percent.

RAILROADS

On the basis of overall totals, the five companies that operate passenger railroad service in New Jersey reversed the trend of the previous year and had a slight increase in ridership. Total ridership measured by the number of eastbound passengers, increased by 2 percent from 82,842 to 84,545.

Penn Central Railroad showed a 1 percent increase, while the Erie Lackawanna Railway showed a 4 percent increase. The Pennsylvania Reading Seashore Lines increased 11 percent, the Reading Railroad held its own, and the Central Railroad of New Jersey showed the only decrease, 2 percent.

Ridership on the Boonton Branch and the Pascack Valley Line of the Erie Lackawanna continued the substantial increases registered last year, with rises of 8 percent and 16 percent respectively. This may indicate greater acceptance of railroad commuting with the new equipment being provided by the State.

BUSES

The only bright spots for 1972 occurred in areas where the Department was instrumental in altering service and helping the operators upgrade equipment. Jersey Bus, Inc. (Morris County) experienced a 7.5 percent increase after its 17-year-old buses were repainted in bright colors. Watchung Mountain Transit (Union County) experienced a 13.7 percent increase after its route was extended and its 25-year-old buses were replaced with 16-year-old equipment.

Transport of New Jersey ridership is down 27 percent as a result of a 75-day strike. The number of riders on Marathon Bus Lines, which experienced an increase last year, is down 4.9 percent. Atlantic City Transportation Company and Mercer Metro showed declines of 2.7 percent and 6.7 percent respectively. Plainfield Transit, which had had relatively steady use, declined 6.6 percent.

State subsidies have halted the decline of riding in Camden County and the feeder bus system has leveled off at just over 500,000 riders a month.

III. FINANCE

The Transportation Department, like every other branch of State government, requires adequate funding to carry out its assigned responsibilities. Because the State's fiscal resources are inadequate to carry out all of its needed programs, it is necessary to supplement legislative appropriations for transportation with funds from other sources.

As one such source, a \$650 million transportation bond issue was proposed that would have provided \$240 million for a wide range of public transit projects. It was anticipated that, in addition, as much as a billion dollars in Federal and other matching funds could have been generated by the bond issue for mass transit purposes.

The bond proposal also gave recognition to the fact that New Jersey is the most densely populated State with the highest number of registered vehicles per mile of highway, that nowhere else in the country do vehicles cross state lines in as great numbers as they do between New Jersey and New York, or New Jersey and Pennsylvania. The remaining \$410 million in bond funds would have been used to improve and complete roads throughout the State.

In November, the voters failed to approve the bond proposal thereby dealing a severe blow to the State's roadbuilding program and plans for other transportation improvements in New Jersey. It became necessary for the Department's planners to reevaluate all programs, with some projects to be set aside, and progress on others to be curtailed.

WHERE THE MONEY CAME FROM

For the efficient operation of the Department, it is necessary for citizens to provide the needed financial support when it is needed. Only to the extent that such support is provided, can the Department carry out its mandates. In Fiscal 1972, funds provided for this purpose amounted to \$364.4 million, a reduction of \$600,000 from the previous year. The money came from three sources:

STATE APPROPRIATIONS - All taxes collected by the State, including those derived from transportation activities, go into the State Treasury's General Fund. And it is from the General Fund that appropriations are provided for transportation purposes. A total of \$123.9 million was appropriated during the year compared to \$136.2 million in 1971.

FEDERAL AID - The Federal Highway Trust Fund made available to New Jersey \$134.5 million in Federal Aid in 1972, an amount slightly higher than the \$133.6 million received the previous year. Efforts increased during the year to provide Highway Trust Fund monies for public transportation improvements in addition to highway improvements. Federal excise tax receipts on motor vehicles, mainly fuel taxes, go into the Trust Fund. Releases from the fund are made to the States in accordance with policies set by the Federal Office of Management and Budget and the President.

BONDS - The 1968 Transportation Bond Issue made \$106.2 million available in Fiscal 1972, with funding for public transportation amounting to \$12.4 million and \$93.8 million assigned to highway capital improvements.

WHERE THE MONEY WENT

New Jersey's overall transportation program during the year amounted to \$418.3 million compared to \$368.8 million for 1971. These programs, as with other parts of the Nation's economy, have become more

costly each year. The expenditures were for four purposes:

CAPITAL CONSTRUCTION - Slightly more than three-fourths of the money, \$320.8 million, was used for highway construction and improvements, rail and bus improvements, and State aid to the counties. The highway portion amounted to \$296.2 million, rail and bus projects received \$12.4 million, and \$12.1 million went for State aid to extend, rebuild, and maintain county and municipal roads and streets.

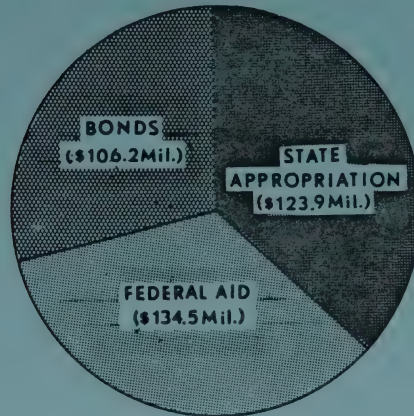
Delays in capital outlays for railroads other than rolling stock have been the result of the uncertain future of the bankrupt carriers. The possibility that a bankrupt railroad may be dissolved and its assets sold to meet the claims of creditors raises the question of what would happen to new track and electrification installations and how the State could protect its investment in such fixed improvements. The cars and locomotives owned by the State are leased to the railroads, and this equipment would not be lost if a railroad's assets were sold.

GENERAL STATE OPERATIONS - This classification encompasses three areas formerly referred to as maintenance, operations and administration. In the 1972 fiscal year, \$81.6 million was allocated for these purposes, as against \$77.6 million in the previous year. The breakdown for 1972 is as follows: highways, \$66.3 million; rail and bus operations, \$1.3 million; and administration, \$13.9 million.

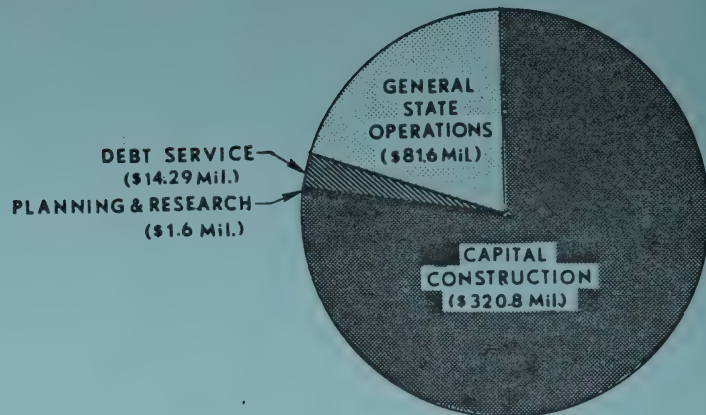
DEBT SERVICE - The amount required to retire outstanding bonds increased to \$14.2 million from \$4.9 million in 1971.

PLANNING AND RESEARCH - The expenditure for overall planning and research activities was \$1.6 million as against \$2.5 million in the previous year.

WHERE THE MONEY CAME FROM...



... WHERE THE MONEY WENT



IV. BUILDING FOR TODAY AND TOMORROW

The Master Plan for Transportation, which was updated in 1972, identified the State's many needs in passenger railroad transportation, buses, aviation, and highways if the State is to meet the requirements of an ever-expanding population and industrial growth.

The comprehensive plan pointed out that much more than annual legislative appropriations are needed to carry out the proposed improvements to the various modes of transportation.

The Department, using the last remaining highway funds and some of the public transportation money from the 1968 Transportation Bond Issue moved ahead with rail and bus transportation expansion and highway improvements. At the same time, it became apparent that the Department was achieving a number of its goals as projects were completed and opened to the traveling public.

A coordinated system of feeder buses serving commuter trains was inaugurated in southern New Jersey with the cooperation of the Port Authority Transit Corp. and Transport of New Jersey (TNJ). For

off-peak hours, TNJ rerouted its buses to cross-country routes to serve the Lindenwold High Speed Line. This changeover eliminated duplication of routes and competition between buses and the transit line and removed many buses from downtown Camden and Philadelphia streets. The buses formerly traveled on highways parallel to the rail line.

BUSES PURCHASED

The bankrupt Inter-City Transportation Company's 283 buses were purchased by the State so that commuter service in northern New Jersey could be preserved. The Department leases the buses for a nominal amount to a subsidiary of TNJ, which operates the bus fleet over the regular lines formerly served by Inter-City in Bergen, Passaic, Essex and Union Counties.

The Department pressed its requests to the Urban Mass Transportation Administration of the U.S. Department of Transportation for New Jersey's share of Federal funds for public transportation projects. Preliminary applications were filed for financial assistance to proposed capital improvements in a park-and-ride project and for the purchase of the Inter-City buses.

The park-and-ride facility would be located on the Erie Lackawanna Railway near the intersection of Routes 10 and 53 and would provide a new rail commuter facility for the expanding Parsippany-Troy Hills Township and Morris County area.

FINANCIAL SUPPORT

The programs to provide financial assistance for bus and railroad operations gave continued assurance that essential commuter transportation would be available in various parts of the State. The State provided \$15 million to four railroads and \$2.3 million to 22 bus lines.

The State purchased 35 additional air conditioned railroad passenger cars from the Burlington Northern Railroad for initial use on the Central Railroad. The cars will be refurbished before being placed in service. Also for use on the Central Railroad, ten air conditioned passenger cars were purchased from the Kansas City Southern Railroad.

For the Erie Lackawanna Railway, 50 additional new passenger coaches were purchased for suburban commuter service. To maintain suburban service on the Central Railroad, 11 rail diesel cars were purchased by the State.

A new 385-car parking lot for suburban railroad commuters at the New York and Long Branch Railroad station in Little Silver, Monmouth County, was opened, providing still another park-and-ride facility. The Department has an ongoing program of enlarging existing parking facilities and creating new ones to encourage commuters to use the railroads and buses in commuting to and from work and for other travel.

DIAL-A-RIDE BEGINS

The Dial-A-Ride bus demonstration was inaugurated in Haddonfield by U. S. Department of Transportation Secretary John A. Volpe. The service combines the features of a taxi with the relative economy of a bus. It covers all of Haddonfield, Lawnside and Barrington, and portions of Cherry Hill Township, including the Cherry Hill Hospital and Mall. An average of 350 persons per day rode Dial-A-Ride buses during the first ten days of service. Ridership increased steadily to a weekday average of 740 by year's end.

The feasibility study to seek a possible site for a STOLport (Short Takeoff and Landing) to serve the northeastern metropolitan area continued with participation by the Federal Aviation Administration (FAA) and the Port Authority of New York and New Jersey. The \$344,619 study attempts to determine the technical feasibility and community acceptance of a facility to serve the short-haul transportation requirements of the region. One anticipated objective of a STOLport short-haul operation would be to relieve congestion at major airports and to facilitate transportation interface with other modes of transportation to reduce the traveler's total trip time.

A study was initiated to determine the feasibility of retaining privately owned Caldwell-Wright airport as a public use general aviation facility. The study is to indicate the need to retain the facility, provide recommendations for possible public agency acquisition and ownership, present alternatives for acquisition and development, show operational revenue producing alternatives, and indicate a proposed airport layout plan. The total cost of the study is \$25,000 with the FAA providing \$16,667 and the State \$8,333.

HIGHWAY PROJECTS

The cost of 144 highway construction projects underway at year's end amounted to \$647,006,519. Among the major projects started during the year were the extension of Interstate Routes 78, 95 and 295. Two Route 78 projects got underway to extend the freeway eastward a distance of 2.9 miles in Union County. The Routes 95 and 295 projects accelerated construction of the belt loop highway around the Trenton area.

Some of the major construction projects completed and opened to traffic include three bridges, portions of six freeways, and a new park-and-ride facility.

A serious bottleneck on Route 49 in the City of Millville, Cumberland County, was eliminated with the opening of a new \$1 million bridge across the Maurice River. Included in the work was reconstruction of the western bridge approach which improved visibility for motorists.

The antiquated swing-drawbridge carrying Route 13 over the Point Pleasant Canal, Ocean County, which is part of the Inland Waterway, was replaced by a modern lift bridge. Built under a \$3.3 million contract, the new bridge provides four riding lanes and two sidewalks, a 65-foot minimum clearance for marine traffic when raised, and a 30-foot clearance when the bridge is down.

FREEWAY LINKS OPENED

In July, a 12.6 mile section of Interstate Route 195 was opened to traffic. Three separate construction contracts, totaling \$18.6 million were involved. This stretch of the Trenton-to-the-Shore-Freeway was the longest single section of the Interstate System in New Jersey to be opened at one time.

A key section of Interstate Route 280 (Essex East-West Freeway) between First Street, Newark, and the Garden State Parkway, East Orange, was opened to traffic. It was expected that approximately 14,000 vehicles daily would use the mile-long facility which would provide relief to overloaded local city streets.

A new five-mile long section of Route 55 Freeway in the Cumberland County communities of Millville and Vineland was opened to provide 13 miles of uninterrupted freeway travel from Delsea Drive (Route 47) to Landis Avenue, Vineland. The construction contract had a value of \$7.7 million.

The "missing mile" of Interstate Route 95 in Bergen County was opened between the George Washington Bridge and the New Jersey Turnpike. This 1.5-mile section was opened ahead of its contract completion date under a revised construction schedule ordered by the Department.

Five of the ten lanes of Route 95 in this area were opened in 1971 in coordination with the Turnpike Authority to provide direct connections between the Turnpike and Interstate Route 80 to and from the west. The five lanes opened this year provide connections to and from the east. It is anticipated the opening will immediately relieve traffic on overcrowded U.S. Route 46.

NEW HIGH-LEVEL BRIDGE

The danger of Brigantine's being isolated from the mainland for long periods of time was eliminated with the opening of a new bridge connecting that city with Atlantic City. The new high-level fixed bridge, built at a cost of \$10.4 million, has a 56-foot wide concrete deck which provides four traffic lanes divided by a concrete center barrier as well as a sidewalk six-feet wide.

The deck is illuminated by lighting units set in the handrails along both sides of the bridge. This type of low-level glare-free lighting, developed by New Jersey, was first used on the Manahawkin Bay Bridge in 1959.

The old timer Brigantine Bridge was destroyed by a hurricane in 1938, and was out of service for ten weeks. On December 20, 1940, the bridge was rammed by a tanker and was out of service for six weeks. The 1944 hurricane again damaged the bridge and it was unusable for 21 months. Following this mishap, the bridge was transferred to the State, which undertook repairs and made plans for a replacement structure.

A new 7.8-mile section of Interstate Route 295 was opened between Route 38, Mt. Olive Township, north to the Burlington-Mount Holly Road, Burlington Township, Burlington County. This provides

48.4 miles of uninterrupted limited-access driving from the Delaware Memorial Bridge through Salem, Gloucester, Camden and Burlington Counties.

In response to local requests, an eight-mile stretch of Interstate Route 80 in Warren County was opened for local traffic to relieve congestion on heavily travelled U.S. Route 46. The new section of the freeway links County Route 517, Allamuchy Township, with County Route 521 in Hope Township.

TOPICS PROGRAM GROWS

Local federal aid activity increased considerably over previous years, mainly in the TOPICS program (Traffic Operations to Improve Capacity and Safety). During the year, the Local Federal Aid Bureau received applications from municipalities and counties and initiated action on approximately 72 projects having an estimated cost of \$64 million. Of these, 50 projects with a cost of \$25 million were TOPICS projects. TOPICS projects include installation of center barrier curbs and better lighting, modernization of intersections, revising traffic patterns, and increasing sight distances at bad curves.

The year was one of continuing change and increased activity in the Department's efforts to assist counties and municipalities to achieve and maintain modern roadway systems through the State Aid Program.

The State Aid Program was marked by an upsurge in activity. Sixty-five projects totaling \$5.7 million in contract value utilized \$3.05 million in state assistance. Activity in the municipal construction and operations programs included 246 projects completed at a construction cost of \$6.1 million, supported with \$4.2 million in State funds. Local governing agencies let 308 maintenance and repair contracts valued at \$4.5 million with the State's share being \$2.6 million.

Because the \$787,828 balance in the Construction Equipment Damage Program was eliminated, the Department was forced to defer approval of any further applications for aid until outstanding commitments are honored. The annual appropriation of \$200,000 will be applied to meet the reimbursement requests in this program.

TRAFFIC SIGNAL PROGRAM

New legislation was enacted during the year to permit the Department to install traffic control devices on roads not part of the State Highway System at the expense of local governments. This action allows signals to be installed more quickly at reduced cost to communities.

During the year, 38 new traffic signals and 577 State-owned street lights were installed; 1,558 traffic signals and 13,234 street lights were maintained; 161 signals were revised.

The Bureau of Traffic Engineering distributed 1,400 copies of the 1971 revision of the Manual on Uniform Traffic Control Devices to county and municipal officials and conducted seven seminars to explain the new procedures. A program was established to enable 40 municipalities to purchase paint striping machines that will enable them to install markings to conform with national standards. Also, a computer based sign inventory system was established which has resulted in participation by 135 municipalities in a program to upgrade warning and regulatory signs on local roads.

BICYCLE PATHS STUDIED

The Division of Economic and Environmental Analysis conducted a study to determine the feasibility of immediate use of the State Highway System for bicycles. The idea of the study was to evaluate and classify shoulder areas for possible use as bikeways. The study revealed that only 21 percent of the 1,877 miles reviewed was totally acceptable, with most of it located in southern New Jersey. Another 21 percent was considered borderline, while the remaining 58 percent, mostly in urban areas and the links between areas where traffic volume is high, was totally unacceptable. These findings indicated that the original plan was not feasible.

Among other alternatives analyzed, the use by cyclists of lightly traveled county and municipal roads and their connection with existing bikeways was found to be feasible. Other areas that were considered feasible were existing facilities in parks, walkways and paths in and around college campuses, abandoned railroad rights of way,

canal towpaths, and powerline and pipeline rights of way.

RIGHT OF WAY ACTIVITIES

Right of way was acquired for 151 highway projects. These included properties in Essex and Union Counties to connect Interstate Route 78 with Newark Airport, the Garden State Parkway and the New Jersey Turnpike. Related right of way activities included auction sales of vacant buildings and excess parcels of land and the temporary rental of properties to the occupants to reduce hardships to families unable to relocate immediately.

A special task force was assigned to appraise the lands required for the New Jersey Sports Complex in East Rutherford between Paterson Plank Road, Routes 3 and 20 and Berry's Creek. The project covered 724.3 acres with 144 parcels appraised at a fair market value of \$59,976,860. The Department also assisted other agencies in right of way matters, including the Delaware River Port Authority, local governments and the State Commission of Investigation.

V. NEW PATHS TO BETTER LIVING

An uppermost objective of the Department is the protection or restoration of a harmonious relationship between man and his environment. The Department takes its earth-keeping responsibilities seriously as it works to meet New Jersey's transportation needs. It recognizes that preservation of the delicate ecological balance that has evolved over billions of years can be irreversibly damaged if appropriate protective measures are not taken.

Some of the methods by which the Department is seeking to maintain or restore this balance and even to enhance the environment are typified by the various ways the Department's major divisions deal with the critical problems of air, water, and soil degradation.

Efforts to protect the quality of water and marine life is best exemplified by a Route 195 construction project in Hamilton Township, Mercer County, where the State's contractor was required to build three sedimentation basins to collect all drainage from the highway's right-of-way and impound the water before releasing it into nearby Gropp's Lake. Silt or other pollutants were thus trapped and prevented from contaminating the lake.

EROSION CONTROL

Stream siltation occurs when ground cover is removed and base soil is exposed to the elements. Handling the problem of erosion control, underscored by the heavy rains of this year, is an ongoing concern throughout the development of a transportation project.

Locations should be selected away from erosion-prone soil or water bodies sensitive to siltation. However, in an urbanized State like New Jersey, this is not always possible, so extra effort must be expended in design and construction to develop and implement erosion control devices. These include sedimentation basins, berms, dikes, early seeding, mulching, and the use of fabric netting.

A water quality analysis of Gropp's Lake was undertaken before construction started. The study will be repeated after the project is completed to determine if the construction had any impact on overall water quality. The studies will provide the Department with a reliable measure of the effectiveness of erosion control devices.

CONCERN WITH AIR QUALITY

All construction projects will be carried out under the State's new anti-air pollution law which prohibits the open burning of trees and vegetation or demolished structures. Where possible these materials will be recycled by grinding and spreading them as mulch to prevent erosion and to enhance landscape planting. Tree stumps will be allowed to remain where construction would not be impaired.

Noise can be a major environmental problem of highways and other transportation modes. The Department's Research Division is conducting studies to determine amounts of noise caused by vehicles traveling on highways. These studies have been done in conjunction with environmental impact studies and in special cases where noise was recognized as a possible problem.

One such case was the proposed replacement of a bridge in the vicinity of a rookery in tidal marshlands. Construction of the new bridge would require the use of a pile driver. It was felt that noise of the pile driver would frighten the birds even though the rookery was 750 feet from the work site. An actual recording of pile driving

sounds were broadcast from the bridge site. The birds in the rookery were undisturbed, and noise levels measured in the nesting area were within Federal standards.

NOISE STUDIES CONTINUE

Research which is continuing into the noise levels created by motor vehicles will serve as a firm basis for the design of noise attenuation devices along highways.

A scale model of Interstate Route 287, with a proposed cover for the highway in the vicinity of historical George Washington headquarters in Morristown, was constructed by the Department and exhibited as part of the National Parks Centennial observance. The model was the result of an effort to find new ways of minimizing traffic noise and air pollution. It indicates provision for a minipark atop the covered area.

Noise barriers in the form of new plantings and the retention of existing natural growth within highway rights of way is another way in which the Department seeks to deal with the problem of noise pollution.

SALT STORAGE PROGRAM

The Department has passed the halfway mark in its program to provide modern buildings for salt storage at its maintenance yards throughout the State to eliminate possible danger to ground water supplies. Such modern storage facilities guard against chemicals going into a concentrated solution and draining off into natural water courses or seeping into the ground, thereby contaminating local water supplies and damaging vegetation.

The building program is coupled with the controlled use of chemicals to reduce the hazards of ice and snow on highways. In conjunction with Rutgers University, there has been experimentation with the proportion of chemicals used and rate of application to minimize damage to vegetation along the highways. At the same time, Rutgers has been developing a strain of grass which will be more resistant to chemicals and automobile exhaust pollutants.

The selective and careful usage of herbicides by maintenance forces in weed control minimizes the danger of inadvertent damage to plants and trees.

ENVIRONMENTAL REVIEWS EXTENDED

In 1972, the Department adopted a policy of assessing the environmental impact of all highway and public transportation projects in accordance with Federal standards, whether or not the assessments are required by Federal law.

During the year, more than 72 projects were subjected to this environmental review. Of the total, 22 required the preparation of environmental impact statements (E.I.S.). These in-depth studies considered the impact the projects would have on the entire range of environmental concerns: air quality, noise, water quality, natural resources, aesthetics, wildlife, open space and recreational opportunities, the possibility for archaeological or paleontological salvage, and potential impact on historical areas or sites.

Since the first E.I.S. was prepared by the Department in 1971, it has become as important tool in the planning and design of transportation projects. It has resulted in a growing awareness and concern throughout the Department for potential changes in the environment that new highways, mass transit, or aviation projects might bring. Circulation of an E.I.S. draft for review and commentary by various State and Federal agencies and local government units insures that a diverse input will be considered in the final statement.

The Environmental Impact Statement process has altered planned improvements. As an example, a recent route location study for a new freeway in the northwestern part of the State revealed that one of the proposed alignments would encroach on a valuable marsh and wildlife area. It was determined that the infringement could result in irreparable damage to a portion of the marsh and also have adverse effects on the remainder of the marsh on which the wildlife depended. As a result of these findings, additional alignment studies were undertaken and two new alignments were developed for public consideration.

VI. PROFESSIONS WORKING TOGETHER

To achieve the goals of a balanced and integrated transportation system requires a coordinated effort of the Department's professionals working closely together in carrying out their varied responsibilities. This involves many disciplines, including planning and research, economic and environmental analysis, design, right-of-way acquisition, finance, construction, maintenance, quality control, and traffic safety engineering.

Advancing a transportation project, such as a new highway, from its conception to completion calls for the blending of many engineering skills to achieve this objective with minimal adverse socioeconomic impact on the communities or impairment of the environment.

In the very early developmental stages, Department planners must bring their expertise and professional know-how to bear on the really difficult problems encountered in the Project Location Study.

Answers must be found to such questions such as: Should the highway be tunneled through a mountain or go through an open cut? Is there a feasible location that would avoid encroachment on public park-

land or an historic site?

In an urban area, how should a highway improvement be designed to minimize its adverse impact and provide the greatest benefits for residential and industrial neighborhoods? Environmentalists must ascertain if the proposed highway would create noise pollution that would exceed acceptable limits, whether the quality of air would be degraded, and whether water quality or marine life would be unfavorably affected.

GROWTH PROJECTIONS

Statisticians of the Planning Division are called upon to verify projected growth factors, such as population, employment, and recreation, in the area of the proposed highway corridor or mass transit facility. This is necessary so that anticipated traffic volumes can be used in developing engineers' recommendations as to the number of travel lanes the highway should have in order to meet the traffic needs 20 years hence or the anticipated use of the rail or bus service.

Such growth projections enable the planners to make sound cost-benefit ratio comparisons in the complicated process of selecting the best alignment within the corridor to meet the needs and still be the least objectionable.

Once the location of the new transportation project has been established, the designers take over. They set about the task of giving a project shape, and in the case of a highway, fixing the location of interchanges, and determining whether an underpass or an overpass is the best solution at a particular spot along the new road's pathway, or if a jughandle turn will serve the need.

SUBSOIL PROBLEMS

During the preparation of these plans, many disciplines are called upon to deal with the development of comprehensive subsurface soils data, design of drainage systems and waterway openings, relocation of public utilities, landscaping to preserve and enhance the natural environment, highway lighting, signing, and striping. Other design specialists process the final plans, write the specifications, and prepare estimates for construction contracts.

Early in the design process, plans are prepared for the

Department's real estate specialists who have the critical responsibility of acquiring the land needed for construction. They must supervise property appraisals; set fair market values, make title searches and title closings, and negotiate sale agreements. Also, in conformance with the State's Relocation Assistance Program, the Right-of-Way Division is charged with finding replacement housing for persons or businesses displaced by the improvement.

The Department's construction engineers are ready to step in after a contract has been awarded. They take on the crucial chore of supervising the work and seeing that the contractor builds the project according to the plans and specifications. Quality control specialists exercise tight control over all materials delivered to the construction site. They also conduct plant inspections where materials originate and make tests in the Department's own laboratory.

After the highway project is built, the Maintenance Division assumes the never-ending job of keeping it as serviceable as possible. This requires continual inspection and repair of the roadway and structures. It means keeping storm sewers cleared of obstructions and operating as they were intended. It involves snow and ice removal to keep the roads open in winter. Other tasks include removing litter, mowing grass, and maintaining rest areas; installing delineators, reflectors, and signs; and repainting traffic lines.

PUBLIC TRANSIT STUDIED

At the same time, public transportation analysts of the Department are equally busy seeking ways to improve the State's rail and bus services. Encouraging motorists to forsake their cars to ride a bus or take a train has required a diverse approach to the problem.

The new park-and-ride MetroPark station on the mainline of the Penn Central with its commuter train service is an example of State and Federal agencies working together with a private corporation for the benefit of the public.

Construction of a new railroad passenger station to replace the obsolete facility of the Penn Central Railroad in Trenton is another instance of multi-agency cooperation in a project to upgrade public transportation.

The Department's Research and Development Division has, among its varied functions, the responsibility for all public transportation demonstration projects.

Research engineers developed and implemented the highly successful exclusive bus lane on the New Jersey approach to the Lincoln Tunnel. At the end of the one-year trial period, the project was adjudged a success and permanently adopted. In bringing this experiment to a favorable conclusion, the research engineers worked in close cooperation with the Port Authority of New York and New Jersey, the New Jersey Turnpike Authority, the U.S. Department of Transportation, and the Tri-State Regional Planning Commission.

AVIATION PROMOTED

Aviation specialists of the Division of Aeronautics have a wide range of responsibilities and functions to provide for the public safety and the promotion of aviation progress in the State.

These experts, many of whom are skilled, licensed pilots with hundreds of flight hours logged to their credit, are concerned with licensing and inspection of airports, heliports, parachute centers and air meets, and insuring enforcement of licensing and registration requirements. They conduct investigations of possible aeronautical hazards in aviation accidents. In serious or fatal accidents, they work closely with the Federal Aviation Administration and the National Safety Transportation Board of the U.S. Department of Transportation to find the causes and to devise measures to prevent reoccurrences.

They also recognize the need to inform students, who will be the future taxpayers of New Jersey, of the present and potential benefits of aviation in the State. The Division's aeronautical specialists have prepared, with the cooperation of professional teachers of the State Board of Secondary Education, a basic course of study in aeronautics. Many schools have been visited and local educators urged to include such a course of training in their curriculum.

The Division's aviationists are constantly studying ways, in cooperation with Department planners and environmentalists, the Federal Aviation Administration, and other agencies, to develop a total inter-modal concept of public transportation to provide the commuter with safe, reliable travel options.

VII. TOWARD GREATER EFFICIENCY

Although greater effort has been required by the Department each year to meet the State's many needs for public transportation services and highways, the Department carried out its operations in 1972 with 300 fewer employees than were on the payroll at the end of 1970. In 1970 there were approximately 5,490 employees while the figure dropped to 5,198 in 1972 as a result of improvements in internal communications and operations.

In October 1972, Governor Cahill signed legislation to implement the Department's reorganization, instituted the previous year. This enabling legislation provided for the first revisions to the Transportation Act of 1966, which established the Department of Transportation. As a result of the improvements demonstrated in the reorganization of Department operations, the revisions were recommended for inclusion in the law.

The revisions redefined the titles, qualifications and duties of the appointed officials and brought the statutory language into accord with the actual functions of such officials in carrying out the basic purpose of the 1966 Act.

For example, it had been the practice for an assistant commissioner to oversee the day-to-day staff operations of the Department. By providing for statutory recognition through the designation of an "Executive Director," this essential function was formalized.

RAIL CROSSING PROGRAM TRANSFERRED

Later in the year, legislation transferred to this Department the majority of duties formerly performed by the Division of Railroad Engineering of the Department of Public Utilities. They included the elimination of railroad grade crossings and improvements in safety protection at the crossings. These new duties fit well into the operating structure of the Department by utilizing the professional services of the Department's staffs in planning, design, construction, local government aid and safety operations.

In addition to meeting the information reporting systems needs of the Department, the Division of Data Processing developed information systems for the Departments of Community Affairs and Environmental Protection. Major reporting systems were completed and implemented for equipment costs, labor standards, status of construction projects, contractors' retainage, high accident locations and apprenticeship training, thus enhancing the Department's ability to efficiently manage its responsibilities.

Four new major building complexes to serve as bases for highway system operational forces were completed during the year at Bedminster, Lodi, Bordentown, and Hazlet. In addition, prefabricated metal buildings to house personnel and equipment were completed at Lebanon, Petersburg and Clark Township in order to provide interim facilities until permanent structures could be constructed.

These buildings provide maintenance forces with facilities for increased operating efficiency and effectiveness. And, with the replacement of the old maintenance structures throughout the State, the new buildings help to improve the appearance of the communities where they are located.

VIII. APPENDIX

NEW JERSEY DEPARTMENT OF TRANSPORTATION

OPERATING BUDGET AND STAFFBudget (millions)

	<u>Fiscal Year</u> <u>1973</u>	<u>Fiscal Year</u> <u>1972</u>
General Administration	\$ 5.5	\$ 6.0
Traffic Engineering	6.6	6.1
Maintenance & Equipment	30.6	26.4
Interest on Bonds	18.8	12.1
Public Transportation	<u>17.8</u>	<u>11.5</u>
TOTALS	\$79.3	\$62.1

Employees

	<u>Calendar Year</u> <u>1972</u>	<u>Calendar Year</u> <u>1971</u>
Commissioner's Office	84	92
Transportation Planning & Research	250	260
Engineering Operations:		
Design	567	543
Construction & Maintenance	2,598	2,610
Transportation Operations & Local Aid	667	673
Right-of-Way	<u>440</u>	<u>530</u>
	4,272	4,356
Fiscal Management	128	125
Employee & Management Services	<u>464</u>	<u>407</u>
TOTALS	5,198	5,240

MAINTENANCE INVENTORY
OF HIGHWAY COMPONENTS

CALENDAR YEAR 1972

Road Mileages:

Center Lines	2,173	Miles
Concrete Lanes	3,053	"
Bituminous Concrete Lanes	4,947	"
Ramps	429	"
Joints	4,228	Miles
Shoulders	4,059	"
Ditches	343	"
Curbs	2,869	"
Barrier Curbs	216	"
Inlets	53,230	Units
Cable Guard Rail	1,374,667	Lin. Ft.
Steel-Beam Guard Rail	2,438,591	" "
Chain-Link Fence	798,054	" "

Institutional Roads:

Center Line	648	Miles
Shoulders	210,673	Sq. Yds.
Inlets	1,743	Units
Guard Rail	44,697	Lin. Ft.
Bridges	136	Units

Bridges:

Fixed Structures	2,824	Units
Draw Bridges	37	"
Canal and Feeder	50	"
Sign Bridges	297	"

Landscape:

Grass Areas	13,266	Acres
Shrub Beds	7,888,579	Sq. Ft.
Trees	166,328	Units
Living Snow Fence	42	Miles

Highway Signs:

Signs	169,008	Units
Delineators and Reflectors	28,522	"
Mile Markers	5,820	"
Posts	193,625	"

NEW JERSEY DEPARTMENT OF TRANSPORTATION

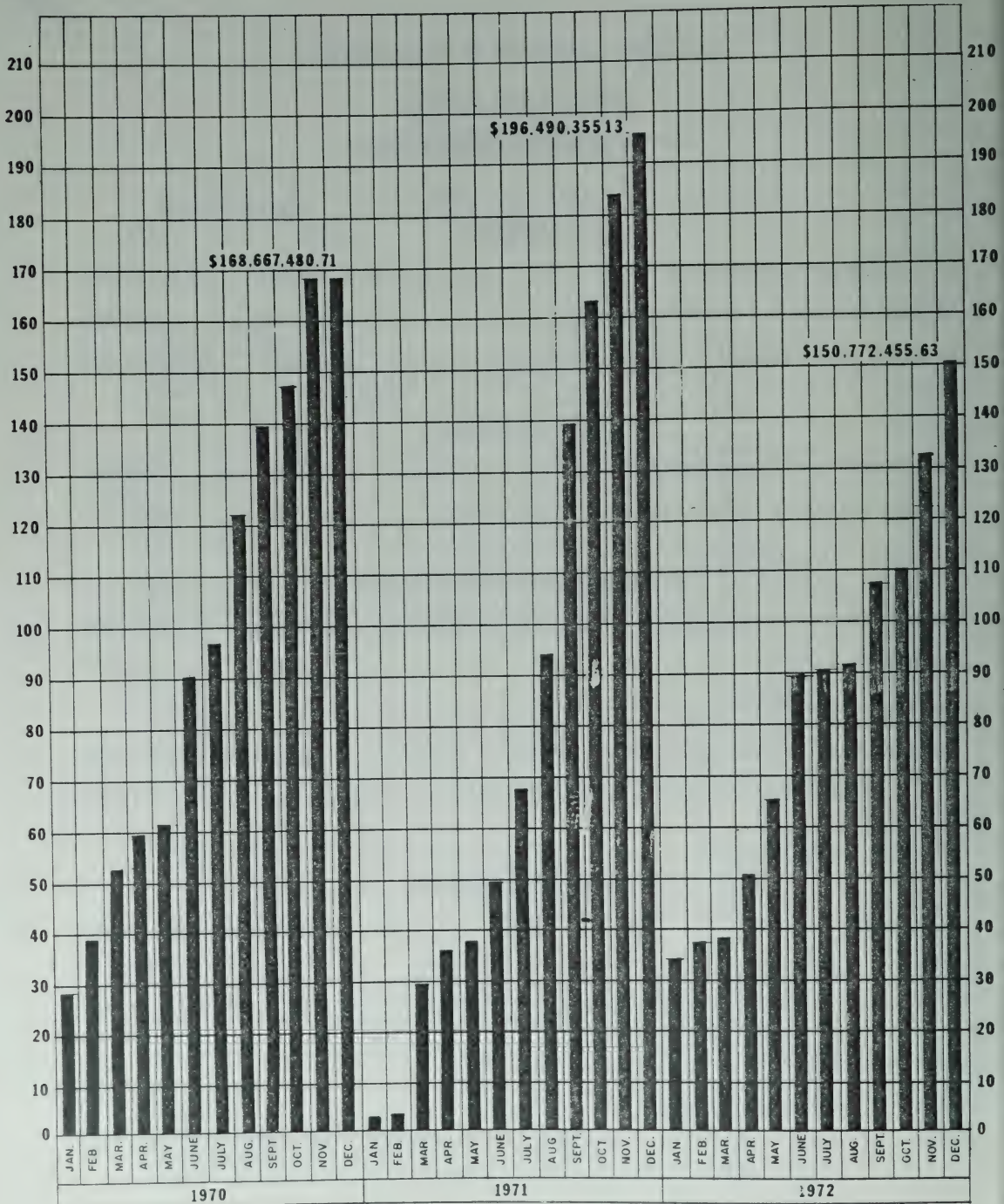
STATE AID FOR HIGHWAYS

Allocated by Legislated Formulas

	Calendar Years	
	<u>To Counties</u>	<u>1972</u> <u>1971</u>
On \$55,000 per County Basis.....	\$ 1,155,000	\$ 1,155,000
On Road Mileage & Population Basis.....	2,000,000	2,000,000
On Areas, Road Mileage & Population Basis.....	6,000,000	6,000,000
<u>To Municipalities</u>		
On \$100,000 per County Basis.....	2,100,000	2,100,000
On Road Mileage & Population Basis -- Modified.....	4,500,000	4,500,000
<u>To Counties and Municipalities</u>		
To Restore Roads Affected by Construction Equipment..	200,000	200,000
For Safety Lighting.....	200,000	450,000
State-Aid Road System.....	---	---
Traffic Opns. Program to Increase Capacity & Safety..	---	<u>7,500,000</u>
Total Aid to Counties & Municipalities	\$16,155,000	\$23,905,000

Reimbursed Lighting

<u>Counties</u>		<u>Units</u>		<u>Annual Agreement Costs</u>	
<u>1972</u>	<u>1971</u>	<u>1972</u>	<u>1971</u>	<u>1972</u>	<u>1971</u>
21	21	1,663	1,672	\$ 55,251	\$ 48,762
<u>Municipalities</u>					
<u>1972</u>	<u>1971</u>				
314	313	11,138	11,049	\$430,192	\$397,837

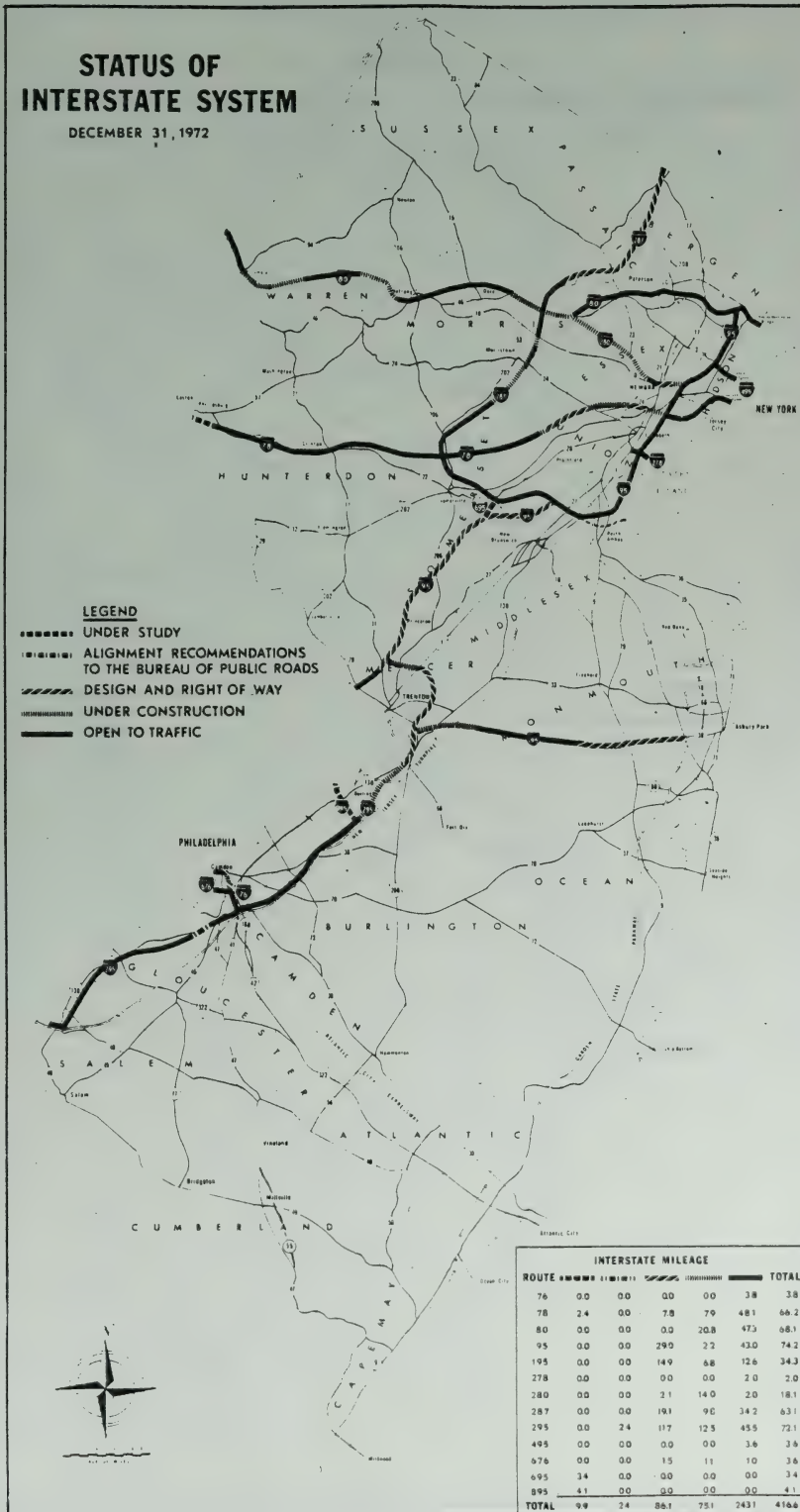


CUMULATIVE DOLLAR VALUE OF TRANSPORTATION CONTRACTS AWARDED

STATUS OF INTERSTATE SYSTEM

DECEMBER 31, 1972

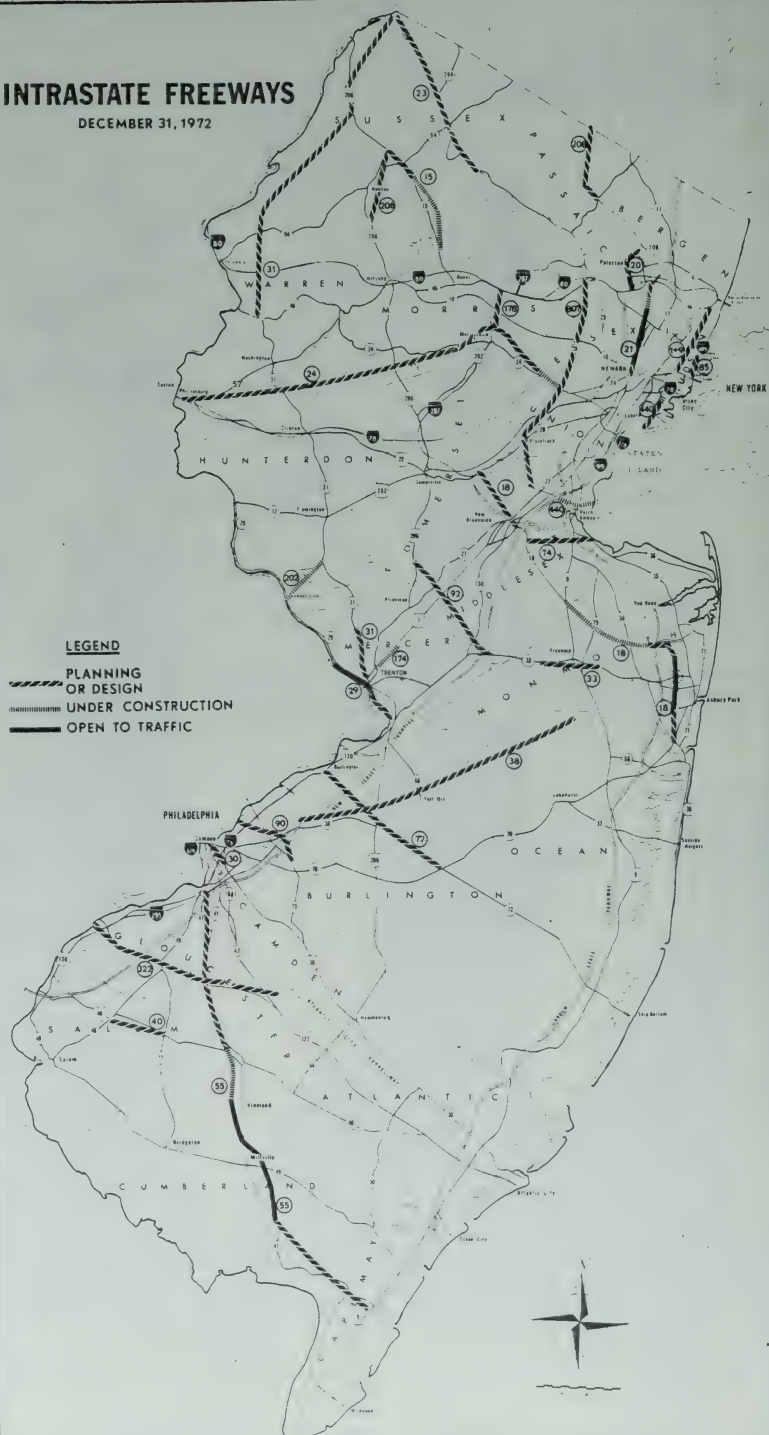
- LEGEND**
- UNDER STUDY
 - ALIGNMENT RECOMMENDATIONS
TO THE BUREAU OF PUBLIC ROADS
 - DESIGN AND RIGHT OF WAY
 - UNDER CONSTRUCTION
 - ===== OPEN TO TRAFFIC



INTRASTATE FREEWAYS

DECEMBER 31, 1972

LEGEND
 PLANNING
 OR DESIGN
 UNDER CONSTRUCTION
 OPEN TO TRAFFIC



INTRASTATE FREEWAYS				
As of December 31, 1972				
ROUTE	PLANNING OR DESIGN	UNDER CONST.	OPEN	TOTAL
1&9	8.0			8.0
15	5.0	8.4		13.4
18 Middlesex	8.1	0.2		8.3
18 Monmouth	4.0	19.9	6.9	30.8
20	3.0	0.2	1.8	5.0
21	4.1		9.5	13.6
23	22.0			22.0
24	43.7	4.6		48.3
29	4.4		4.9	9.3
30	0.5			0.5
31 Mercer	5.5			5.5
31 Warren	7.0			7.0
33	7.0			7.0
38	33.5			33.5
40	4.0			4.0
55	37.3	6.8	12.9	57.0
72	19.5			19.5
74-9	9.5			9.5
81	3.0			3.0
85	3.0			3.0
90	6.3			6.3
92	14.2			14.2
174		1.5		1.5
178	4.1			4.1
202		5.0		5.0
206 Atlantic	4.0			4.0
206 Sussex	6.9			6.9
208	20.0			20.0
322	22.7			22.7
440 Hudson	2.9	0.8		3.7
440 Middlesex		3.8		3.8
807	35.0			35.0
Foothills Freeway	34.0			34.0
TOTALS	382.2	51.2	36.0	469.4

INTERSTATE HIGHWAY CONTRACTS AWARDED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
78, 31	Hunterdon	Ramp connection & structures, Rt. 31 northbound to Rt. 78 eastbound, Clinton Point.	0.44	\$ 387,387.85
78	Union	Grading, paving & structures, Springfield Ave. to Burnet Ave.	1.40	9,377,584.45
78	Union	Grading, paving & structures, east of Burnet Ave. to west of Union Ave.	1.54	10,138,770.59
78	Union	Drainage & structure, channeling of Bryant Brook.	0.29	314,473.30
78	Essex	Building demolition, Lyons Ave. to Badger Ave., Newark.	---	34,660.00
78	Union Essex	Building demolition, Winans Ave. to Elizabeth Ave., Newark.	---	146,300.00
78	Essex	Grading & structures, eastbound bridge over Elizabeth Ave.	0.10	978,624.10
78	Union Essex	Grading, paving & structures, Baltusrol Rd. to Springfield Ave.	2.60	10,436,520.60
80, 95	Bergen Passaic	Guard rail, breakaway sign structures & other safety improvements.	12.37	463,952.50
80	Morris	Resurfacing, Rt. 15 to Stony Brook Rd., Rockaway Twp.	2.50	903,121.60
95	Mercer	Grading, paving & structures, west of Scotch Rd. to Federal City Rd.	3.39	9,625,524.72
195	Monmouth Ocean	Landscape planting, Imlaystown-Hightstown Rd. to Burke Tavern Rd.	4.98	95,927.56
280	Morris Essex	Lights & signs, east of Rt. 46 to West of Day St.	9.52	971,766.98
287	Somerset Morris	Paving, lights & signs, Passaic River to Rt. 24.	5.37	3,717,963.80
295	Salem	Service building, appurtenances & roadway, safety rest area northbound side.	0.46	1,401,325.54
295	Mercer	Grading, paving & structures, Federal City Rd. to Rt. 1.	3.05	10,618,152.81
295	Burlington	Signs, lights, traffic lines, Burlington-Mt. Holly Rd. to Dunns Mills Rd.	8.43	206,242.70

INTRASTATE FREEWAY CONTRACTS AWARDED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
18F	Monmouth	Grading, paving & structures, Dutch Lane Rd. to Normandy Rd.	7.60	\$14,279,568.86
18F	Middlesex	Building demolition, Washington St. to Hiram St.	---	97,179.00
21F	Passaic Bergen	Building demolition, Monroe St. to Rt. 80	---	47,450.00
24F	Union Essex	Paving, bridge repair, planting & signs, Erie Lackawanna R.R. to Baltusrol Ave.	0.94	1,365,483.10
29F	Mercer	Building demolition, Ferry St. to Lalor St., Trenton.	0.90	\$ 93,800.00
29F	Mercer	Landscape planting, Calhoun St. to Ferry St., Trenton.	1.00	125,100.95
42F, 295	Camden Gloucester	Installation of beam guard rail, Contract #7 (1970).	---	142,008.70
55F	Cumberland	Landscape planting, Rt. 47 to Landis Ave.	5.08	92,103.05

INTRASTATE FREEWAY CONTRACTS AWARDED
CALENDAR YEAR 1972
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
55F	Salem Cumberland Gloucester	Grading, paving & structures, Garden Rd. to U.S. 40, Vineland, Pittsgrove & Franklin Twp.	4.43	6,449,338.15
174F,1	Mercer	Grading, paving & structures, Whitehead Rd. to Bakers Basin Rd.	2.29	7,866,582.80
178F	Morris	Building demolition, south of Littleton Rd. to north of Rt. 10, Morris Plains.	---	36,450.00
202F	Hunterdon	Grading, paving & structures, Rt. 29 to vicinity of Ringoes.	5.32	12,312,747.64
444 (G.S.Pkwy.)	Middlesex	Pedestrian bridge over two ramps, King George Post Rd.	---	195,106.75

LAND-SERVICE ROAD CONTRACTS AWARDED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1	Middlesex	Grading, paving & structures, Rt. 18 to Woodbridge Ave., New Brunswick & Edison Twp.	1.350	\$11,239,370.46
149	Essex	Reconstruct overhead brace, bridge over Central Railroad of New Jersey.	0.040	155,600.00
149,7	Hudson Essex	Fender repair, Pulaski Skyway & Passaic River Bridge & Wittpen Bridge.	---	203,797.00
3	Bergen	Grading, paving & structures, Orient Way to Berrys Creek, Rt. 17 interchange.	1.100	6,064,800.65
7	Hudson	Viaduct over Erie Lackawanna R.R., Belleville Tpk. to Fish House Rd., Kearny.	0.285	4,646,220.00
7	Bergen Essex Hudson	Deck reconstruction, Passaic River Bridge.	0.063	158,914.75
9	Monmouth	Dualization & structures, north of Manasquan River to Adelphia Rd.	1.250	1,809,250.00
23	Passaic	Grading, paving & structures, interchange at New York Ave., Wayne.	0.741	3,447,577.15
23	Passaic	Landscape planting, vicinity of Charlotteburg Reservoir rest area in W. Milford.	0.330	157,803.25
35	Monmouth	Landscape planting, Pine St. to Cliffwood Ave.	---	16,726.00
35	Monmouth	Drainage, channel relocation at East Creek.	0.096	46,153.25
36	Monmouth	Underwater foundation protection, bridge over Shrewsbury River.	---	472,350.00
46	Morris	Drainage improvement, George St. to Lee Ave.	0.295	\$ 39,661.20
46	Passaic	Resurfacing, Valley Rd. to Parkway Ave., Clifton.	1.892	555,327.73
47	Cape May	Drainage improvement at Richardson's Channel.	0.246	114,965.10
130	Middlesex	Grading, drainage & paving, turnaround at Access Rd. to N. Brunswick High School.	0.170	133,039.70
29F,129 195	Mercer	Building demolition, Contract #1 (1972).	---	38,800.00
30,76	Camden	Building demolition, Contract #2 (1972).	---	32,222.00
17,22 23,24F	Bergen Essex Morris Union	Building demolition, Contract #3 (1972).	---	16,950.00

INTERSTATE HIGHWAY PROJECTS COMPLETED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
76	Camden	Grading, paving & structures, Federal St. to Atlantic Ave.	1.113	\$ 8,715,465.03
78, 31	Hunterdon	Ramp connection from northbound Rt. 31 to eastbound Rt. 78; planting & sight improvement, Rt. 31 & Belvidere Ave.	0.435	387,387.85
78	Essex	Grading & viaduct, west of Frelinghuysen Ave. to viaduct over Penn Central R.R. Waverly Yard.	0.244	5,576,348.50
78	Essex	Grading & bridges, Elizabeth Ave. to west of Frelinghuysen Ave.	0.170	5,326,413.60
78	Essex	Demolition of buildings, Schuyler Ave. to Elizabeth Ave.	0.890	117,200.00
78	Essex Union	Demolition of buildings, Winans Ave. to Schuyler Ave.	1.259	179,383.40
78	Essex	Demolition of buildings, Lyons Ave. to Badger Ave.	1.420	34,660.00
80	Warren	Paving & signs, Rt. 519 to Rt. 517.	7.489	6,644,711.00
80	Morris	Chain-link fencing, vicinity of Mt. Hope-Dover Rd. to Rt. 46.	3.500	186,717.00
80	Morris	Grading, paving & structures, west of Cherry Hill Rd. to east of relocated Parsippany Road.	1.120	7,366,999.26
80, 20F	Passaic	Grading, bridges & paving, New St. to Slater St.; & extending West End Rd. over Wanaque Aqueduct.	0.862	10,619,831.35
95	Bergen	Grading, paving & sign-support structures, north of Rt. 46 to Rt. 80.	1.329	3,551,381.72
195	Mercer Monmouth	Landscape planting, Rt. 539 to Imlaystown-Hightstown Rd.	3.674	87,944.20
195	Monmouth Ocean	Landscape planting, Imlaystown-Hightstown Rd. to Burke Tavern Rd.	4.983	95,927.56
280	Essex	Paving, signs, lighting & planting, Grove St. to Fourth St.	0.884	1,927,457.45
287	Morris	Grading, structures & incidental paving, vicinity of Eden Lane to Rt. 10.	1.590	6,972,371.31
295	Salem	Grading, paving & bridges, Plant St. to Rt. 49.	0.653	3,333,880.45
295	Burlington	Grading, paving & bridges, Rt. 38 to Rancocas Creek.	3.357	10,453,936.49
295	Burlington	Grading, paving & bridges, Rancocas Creek to Burlington-Mt. Holly Rd.	3.936	9,222,556.19
295	Burlington	Grading, paving & bridges, Burlington Mt.-Holly Rd. to Burlington-Columbus Rd.	4.050	7,288,901.87
295, 42F	Camden Gloucester	Beam guard rail, Boro of Bellmawr.	8.270	142,008.42

INTRASTATE FREEWAY PROJECTS COMPLETED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
20F	Passaic	Demolition of buildings, Van Winkle St. to Main St.	1.382	\$ 472,650.00
20F	Passaic	Demolition of buildings, Main St. to Putnam St.	0.738	184,100.00
21F	Passaic	Demolition of buildings, Monroe St. to Randolph Ave.	1.178	30,000.00
24F	Morris	Demolition of buildings, east of Ridgedale Ave. in Florham Park.	---	9,587.50
29F	Mercer	Demolition of buildings, Ferry St. to Lalor St.	0.890	93,800.00
29F	Mercer	Landscape planting, vicinity of Calhoun St. interchange to Ferry St.	0.959	123,870.56
55F	Cumberland	Grading, paving, drainage & structures, Rt. 47 north of Millville to north of Landis Ave.	4.911	7,682,728.76
55F	Cumberland	Landscape planting, Rt. 47 north of Millville to north of Landis Ave.	5.076	92,103.25
75F	Essex	Demolition of buildings, South Orange Ave. to First St.	1.188	142,036.00

LAND-SERVICE ROAD PROJECTS COMPLETED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1,9,46	Bergen	Creeper lane improvement, Palisades Blvd. to Rt. 63.	0.411	\$ 168,061.92
169	Essex	Overhead bracing reconstruction, bridge over Central R.R. of N.J.	0.037	155,600.00
7	Bergen Essex Hudson	Deck reconstruction, Passaic River Bridge.	0.063	158,914.75
9	Middlesex	Repairs to Pier #19, Bridge #0/39 Raritan River, Perth Amboy.	---	298,300.00
13	Ocean	Grading, paving & bridge, relocation of Bridge Ave. over Point Pleasant Canal.	0.566	3,344,933.85
15(181)	Sussex	Resurfacing, Rt. 206 at Ross' Corner to Rt. 517.	6.320	259,513.00
23	Passaic	Roadside rest area, vicinity of Charlotteburg Reservoir.	0.331	157,803.25
23	Sussex	Pedestrian underpass at Lehigh & Hudson River R.R.	0.016	114,237.00
29	Hunterdon	Resurfacing, Bridge St. (Rt. 202) to Alexauken Creek.	1.060	73,862.75
29F,129, 195	Mercer	Demolition of buildings.	---	38,800.00
35	Monmouth	Dualization, resurfacing & bridges, Shark River to Ridge Ave.	0.815	2,343,444.38

LAND-SERVICE ROAD PROJECTS COMPLETED
CALENDAR YEAR 1972
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
35	Monmouth	Channel relocation at East Creek.	0.096	\$ 46,153.25
35	Monmouth	Landscape planting, vicinity of Pine St. to Cliffwood Ave.	2.148	16,721.00
35	Middlesex	Victory Bridge repairs.	---	1,758,073.50
36	Monmouth	Underwater foundation protection, bridge over Shrewsbury River.	---	472,350.00
37	Ocean	West-bound bridge & approaches over Barnegat Bay.	1.140	9,687,129.58
45	Gloucester	Widening, resurfacing & bridges, Tonkin St. to Redwood Ave.	2.230	3,059,915.69
46,31	Warren	Resurfacing, Rt. 31 to vicinity of Vienna.	11.000	793,652.50
46	Morris	Drainage improvement, George St. to Lee Ave.	0.295	39,661.20
46	Morris	Resurfacing, east of Rt. 80 in Denville to Morris-Essex County Line.	7.606	567,227.00
46	Passaic	Resurfacing, Valley Rd. to Parkway Ave.	1.892	555,327.73
47	Cape May	Drainage imprvt. at Richardsons Channel.	0.246	114,965.10
47	Gloucester	Drainage improvement, Greentree Rd. to Chestnut Run.	0.074	158,832.25
48	Salem	Realignment & bridge, west of Oak Lane Rd. to N. J. Turnpike.	0.330	387,927.12
71	Monmouth	Widening, resurfacing & bridge, Beacon Blvd. to Central Ave.	0.265	469,450.00
71	Monmouth	Regrading, paving & removal of R.R. o'pass, Stockton Lake Blvd. to Blakey Ave.	0.368	356,014.34
72	Ocean	Pier repairs, Manahawkin Bay Bridge.	0.455	337,990.00
80	Morris	Resurfacing & shoulder construction, Rt. 15 to Stony Brook Rd.	2.461	903,121.60
87	Atlantic	Grading, paving & bridges, Maryland Ave. to Absecon Inlet. Relocation of Brigantine Blvd.	1.149	7,033,392.81
147	Cape May	Reconstruction of the west bascule leaf, bridge over Grassy Sound Channel.	---	300,000.00
181	Morris Sussex	Northbound creeper lane, south of Blue Heron Rd. to vicinity of Prospect Point Rd.	1.415	386,237.00
206	Morris	Resurfacing, Mountain Rd. to north of Furnace Rd.	6.810	412,025.00

PUBLIC TRANSPORTATION PROJECTS COMPLETED
CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	COST
Hoboken	Hudson	Electrical standby facilities for Hoboken Terminal of Erie Lackawanna Railway.	\$ 308,241.50
Little Silver	Monmouth	Grading & paving, improvement to commuter parking facility, N.Y. and Long Branch R.R. station, Little Silver.	247,261.20
Trenton	Mercer	Extension, grading & paving, Trenton station improvements, Walnut Ave.	111,113.51

MAINTENANCE BETTERMENT PROJECTS
BY CONTRACT

CALENDAR YEAR 1972

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1 & 9	Essex	Reconstruction of Overhead Bracing, Bridge over Central R.R. of New Jersey		\$ 155,600
7	Bergen Essex Hudson	Deck Reconstruction, Passaic River Bridge		158,915
33	Monmouth	Resurfacing, Brickyard Rd. to Vic. of Manalapan Brook	6.5	828,793
36	Monmouth	Underwater Foundation Protection Shrewsbury River Bridge, Borough of Seabright		472,350
46	Passaic	Resurfacing, Valley Rd. to Parkway Ave., Clifton	1.9	555,328
47	Gloucester	Drainage Improvement, Greentree Rd. to Chestnut Run, Glassboro		158,832
72	Ocean	Pier Repairs, Manahawkin Bay Bridge		337,990
80	Morris	Resurfacing & Shoulder Constrn., Rt. 15 to Stony Brook Rd.	2.5	279,572
82 & 439	Union	Resurfacing from Rt. 439 to Kingswood Rd. & from Westfield Ave. to Newark Ave.	3.6	483,116
206	Somerset	Widening & Resurfacing, Sunset Rd. to So. of County Rt. 518	2.7	415,480
287	Somerset	Resurfacing & Shoulder Construction, No. of Foot Hill Rd. to Easton Ave.	4.9	569,400
295	Camden Burlington	Chain-Link Fence Construction, from Rt. 70 to Rt. 38		101,115
		TOTALS	22.1	\$4,516,491

Bridge Painting

6 Painting Contracts - Scheduled Painting of 33 Bridges \$ 266,434

Traffic-Line Painting

4 Traffic-Line Painting Contracts
18,998,375 Linear Feet = 3,598 Miles \$ 373,928

Tree Trimming

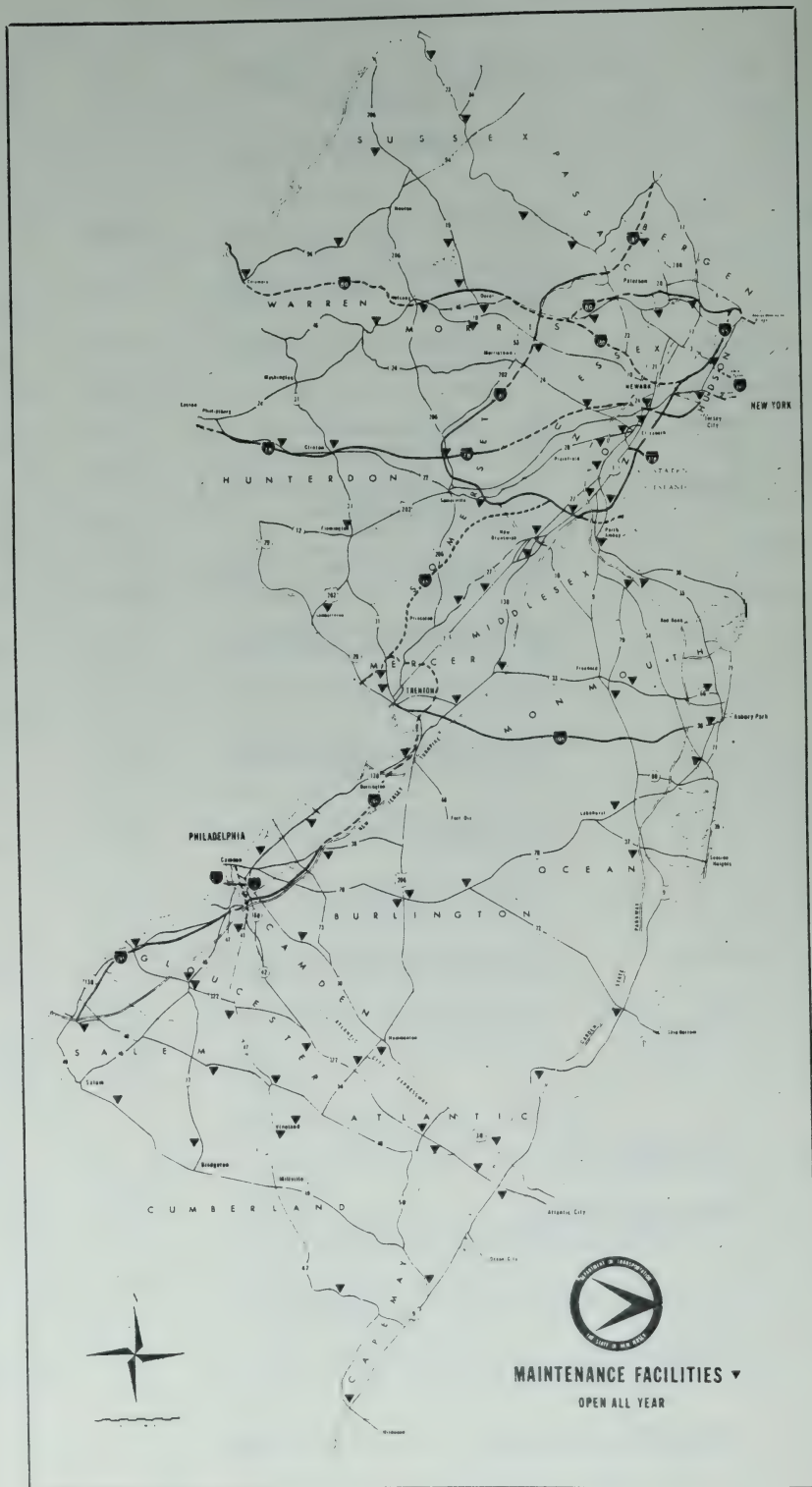
20 Tree-Trimming Contracts - 20 Counties \$ 121,000

Roadside Mowing

9 Roadside-Mowing Contracts
Total = 5,190 Acres \$ 109,305

Snow Removal

226 Contractor Sections - 904 Units of Equipment 904 Units



MAINTENANCE BETTERMENT PROJECTS
BY DEPARTMENT FORCES

CALENDAR YEAR 1972

ROUTE	COUNTY	RESURFACING LOCATIONS	MILEAGE	COST
1	Mercer	Strawberry St. Ramps	0.1	\$ 5,461
1	Middlesex	Junction of Rt. 18, to the South	0.3	10,647
1 & 9	Union	Bayway Circle to Elizabeth Viaduct	0.6	22,790
1 & 9 T	Essex	Blanchard St. to Hackensack Ave.	1.0	38,502
9	Burlington	Gifford Rd. to Vicinity of Bass River	4.2	139,759
9	Ocean	West Creek to Rt. 72	4.3	142,012
9	Ocean	Ocean Gate to Vicinity of Bayview Blvd.	1.4	45,855
9	Ocean	Spruce St. to County Rt. 526	2.1	70,711
9W	Bergen	E. Clinton Ave. to Closter Dock Rd.	3.2	140,045
9W	Bergen	N.Y. State Line, Southward	0.8	27,064
10	Essex	Canoe Brook to East of Pleasant Valley Way	2.3	38,605
15	Morris	Ramps at Picatinny Arsenal	0.3	8,213
20	Passaic	Vicinity of Rt. 80, Northbound	0.1	2,872
22	Essex & Union	Vicinity of L.V.R.R. Bridge	0.5	3,053
23	Passaic	Pequannock River to Macopin Creek	2.5	35,380
23	Sussex	Sussex to 3.3 Miles South of N. Y. State Line	9.2	95,606
26	Middlesex	Livingston Ave. Ramp at Route 1	0.1	4,919
27	Mercer	Harrison St. to Bayard Lane	1.1	19,539
27	Union	Cherry St. to No. Broad St.	0.7	16,469
29	Mercer	Sanhican Drive	0.2	15,428
33	Mercer	South St. to N. J. Turnpike	1.2	24,931
34	Monmouth	Underpass, Alienwood		7,336
34	Monmouth	County Rt. 520 Southward	1.0	53,372
34	Monmouth	Lloyd Rd., South to Woodbrook Rd.	0.7	10,647
34	Middlesex	Monmouth-Middlesex Co. Line to Route 9	1.4	45,855
35	Ocean	Cedar Lane to School House Rd.	2.4	75,284
42	Gloucester	No. of County Rt. 555 to South of Atlantic City Expressway	2.7	48,891

MAINTENANCE BETTERMENT PROJECTS
BY DEPARTMENT FORCES (Continued)

CALENDAR YEAR 1972

ROUTE	COUNTY	RESURFACING LOCATIONS	MILEAGE	COST
44	Gloucester	Penn Lina St. to N. Mantua Creek	1.2	\$ 34,864
44	Gloucester	Audubon St. to Jct. of Rt. 130	0.2	2,494
44 (Old)	Gloucester	Crown Pt. Rd.	1.0	18,593
46	Passaic	Passaic River, East Wayne Twp.	0.4	6,777
47	Gloucester	Mantua Creek to Washington Twp. Line	3.2	73,745
64	Mercer	Bridge Deck at Princeton Jct.		5,891
73	Burlington	Rt. 38 to County Rt. 537	1.0	35,802
73	Camden	Rt. 130 to Tacony-Palmyra Bridge		7,912
76	Camden	Nicholson Rd. to Rt. 676	0.3	22,085
79	Monmouth	South St. to North of County Rt. 520	5.6	99,571
94	Sussex	Rt. 206 to Rt. 15	2.8	71,045
94	Sussex	Rt. 15 to Mountain Rd.	2.5	82,586
130	Gloucester	Vicinity of Rt. 44, Southbound	0.2	1,643
130	Middlesex	Dayton Bridge Decks		2,417
130	Burlington	New York Ave. Northward	1.0	52,262
159	Essex	Rt. 46 to County Rt. 506	0.7	29,309
206	Burlington	Red Lion Circle to Milepost 20	2.3	21,887
206	Morris	South of Rt. 24 to North of Furnace Rd.	1.1	18,309
284	Sussex	Rt. 23 Northward	3.4	48,280
295	Gloucester	Hessian Ave. to Vicinity of Rt. 130	0.5	23,100
TOTALS			74.0	\$ 1,891,487

Traffic-Line Painting

31,375,425 lineal feet 5,942 Miles

Signs

Fabricated 12,017 Units
Erected 13,421 Units

Snow Removal

615 units of equipment 615 Units

Ice-Control Materials

Sodium Chloride 32,464 Tons
Calcium Chloride 4,449 Tons
Abrasives 11,631 Cu. Yds.

PUBLIC TRANSPORTATION SUMMARY
PROJECT STATUS & COSTS (THOUSANDS)

AS OF DECEMBER 31, 1972

	<u>State</u>	<u>Federal</u>	<u>Total</u>	<u>Complete</u>
PENN CENTRAL				
70 New Cars	\$ 9,367	\$18,733	\$28,100	1974
Metuchen Sta. (95 from Boro)	507	1,014	1,521	1974
MetroPark Station & Lot	1,339	1,279	2,618	1971
Trenton Station	2,273		2,273	1973
Princeton Jct. Sta. Parking	400		400	1973
Rahway Station	560		560	1974
Elizabeth Station	235		235	1973
Public Address System	18		18	1973
Signage System	46		46	1973
	<u>\$14,745</u>	<u>\$21,026</u>	<u>\$35,771</u>	
ERIE LACKAWANNA RAILWAY				
105 New Cars	\$18,228		\$18,228	1971
23 New Locomotives	7,720		7,720	1971
9 New Locomotives	3,795		3,795	
26 Reconditioned Cars	1,354		1,354	1969
50 New Cars	11,716		11,716	1973
Littleton Rd. Station	226		226	1974
Par-Troy Park & Ride Design	108		108	1974
23 Stations' Improvements	950		950	1973
Mt. View, Lincoln Pk. & Towaco Sta.	312		312	1971
Montclair Connection Design	150		150	1974
Prelim. Electrification Engrg.	499		499	1972
	<u>\$45,058</u>		<u>\$45,058</u>	
CENTRAL RAILROAD OF NEW JERSEY				
53 CNJ Cars Rehabilitated	\$ 347		\$ 347	1970
48 Reconditioned Cars	1,310		1,310	1969
10 Used KCS Cars	949		949	1972
35 Refurbished BN Cars	2,205		2,205	1973
11 CNJ Rail Diesel Cars	350		350	
Car Washer	80		80	1970
Electrical Standby Equipment	205		205	
Rehabilitation of Stations	228		228	1973
Radios on Passenger Equipment	67		67	1972
Train Dispatching Consolidation	37		37	1973
Track Changes to Accommodate Cars	8		8	1970
Design of Water-Oil Pollution				
Correction at Raritan Yard	38		38	1973
	<u>\$ 5,824</u>		<u>\$ 5,824</u>	
NEW YORK & LONG BRANCH RR				
27 Reconditioned Cars	\$ 1,318		\$ 1,318	1970
21 Reconditioned Cars	1,128		1,128	1972
Little Silver Station Parking	530		530	1972
Various Station Improvements	134		134	1973
Hwy. Crossings & Various				
Station Platforms	1,000		1,000	1973
New Station at Matawan				
Water-Oil Pollution Correction at				
Bay Head	6		6	1973
Middletown Commuter-Parking Study				1974
Raritan River Bridge Repairs	298		298	1972
Navesink River Bridge Repairs	38		38	1974
	<u>\$ 4,452</u>		<u>\$ 4,452</u>	
PENN-READING SEASHORE LINES				
Rehabilitation of 10 Coaches	\$ 750		\$ 750	1972
ACQUISITION OF BUSES				
283--Inter City Lines	\$ 867		\$ 867	1972
DIAL-A-RIDE BUSING				
Demonstration	\$ 1,527	\$ 1,492	\$ 3,019	1973
GRAND TOTALS	<u>\$73,233</u>	<u>\$22,518</u>	<u>\$95,751</u>	

DAILY PASSENGER VOLUMES
ON STATE-ASSISTED RAILROADS

1961-1972

Calendar

<u>Year</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
1961	84,591	47,060	131,651
1962	83,597	85,499	169,096
1963	82,855	85,697	168,552
1964	79,350	80,399	159,749
1965	79,230	79,211	158,441
1966	73,849	74,901	148,750
1967	76,697	74,722	151,419
1968	78,955	78,144	157,099
1969	88,261	87,623	175,884
1970	87,068	84,609	171,677
1971	82,626	80,348	162,974
1972	79,022	76,922	155,944

RAIL ASSISTANCE PROGRAM
CONTRACT PAYMENTS

Fiscal Years 1961 to 1973 (Adjusted)

<u>Fiscal Year</u>	<u>Total</u>	<u>Central R.R. Co. of N. J.</u>	<u>Erie Lackawanna</u>	<u>Penn-Reading Seashore Lines</u>	<u>Penn Central</u>	<u>N.J. & N.Y. Railroad</u>	<u>Reading Company</u>	<u>N.Y. Susq. & Western</u>	<u>Port Auth. Ferry Corp.</u>
1961	\$ 4,587,371	\$ 1,104,006	\$ 1,993,513	\$ ---	\$1,401,852	\$ 75,904	\$ 12,096	\$ ---	\$ ---
1962	6,546,448	1,546,488	2,738,076	---	2,085,005	93,560	18,319	---	65,000
1963	6,014,123	1,404,324	2,408,728	200,980	1,816,727	101,102	17,262	---	65,000
1964	5,869,741	1,380,086	2,325,084	179,525	1,727,364	101,110	15,644	40,928	100,000
1965	7,271,633	2,842,055	2,175,240	214,933	1,748,620	85,285	42,000	73,500	90,000
1966	8,907,683	5,925,000	2,284,150	299,533	(1)	143,000	70,000	111,000	75,000
1967	9,892,147	5,071,710	4,231,525	219,979	(1)	241,933	52,000	(4)	75,000
1968	9,449,279	4,880,005	4,244,447	199,827	(1)	(2)	50,000	---	75,000
1969	9,682,178	4,445,020	4,944,342	199,826	(1)	(2)	17,990	---	75,000
1970	10,155,968	4,601,014	5,197,259	257,195	(1) 25,500	(2)	(3)	---	75,000
1971	10,239,182	4,314,274 (5)	4,848,319	350,000	(1) 651,589 (6)	(2)	(3)	---	75,000
1972	13,045,354	4,776,792	*7,452,577	350,000	(1) 390,985 (7)	(2)	(3)	---	75,000
1973	<u>15,023,913</u>	<u>5,115,101</u>	<u>*9,106,000</u>	<u>676,212</u>	<u>(X) 51,600</u>	<u>(2)</u>	<u>(3)</u>	<u>---</u>	<u>75,000</u>
Totals	\$116,390,035	\$47,405,875	\$53,949,260	\$3,148,010	\$9,899,242	\$841,894	\$295,311	\$225,428	\$920,000

(1) Capital improvement program in lieu of operating subsidy

(2) Included with EL

(3) No assistance required this year

(4) Service terminated

(5) \$2,000,000 payment for freight services not included

(6) \$593,589 paid under 9/1/70 agreement, \$58,000 for train 3818

(7) \$294,985 paid under 9/1/70 agreement, \$96,000 for train 3818

*Includes supplemental payment

NOTE (X): The Governor's budget proposed full-cost assistance programs starting Jan. 1, 1973

SUSSEX

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1972



WARREN

NETCONG

MORRIS

MADISON

PATERSON

VIEW

BUONTON

DOVER

DENVER

PASSAIC

MONTCLAIR

SOUTH FORD

HACKENSACK

FAIRLAWN

GLEN ROCK

RIDGEWOOD

MONTVALE

HILLSDALE

GRADELL

RAMSEY

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

NEWARK

JERSEY CITY

BAYONNE

LINDEN

WHARF

UPPLAND

CRANFORD

WESTFIELD

SUMMIT

MAPLEWOOD

ORANGE

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1972

ERIE LACKAWANNA



WARREN

NETCONG

DOVER

DENVILLE

BOUNTON

PATERSON

MT VIEW

PASSAIC

MONTCLAIR

PUTHERFORD

HACKENSACK

FAIRLAWN

GLEN ROCK

BRIDGEWOOD

RAMSEY

MONTVALE

HILLSDALE

GRADELL

PARK-AND-RIDE STATION UNDER DESIGN FOR LITTLETON ROAD IN THE PARSIPPANY-TROY HILLS

MONTCLAIR CONNECTION UNDER DESIGN. RAIL CONNECTION BETWEEN GREENWOOD LAKE-BOONTON AND THE MONTCLAIR BRANCHES INCLUDING A NEW STATION AND PARKING LOT

23 STATIONS ON THE MORRIS & ESSEX DIVISION AND THE GLADSTONE BRANCH ARE BEING REHABILITATED WITH COMPLETION IN 1973

INSTALLATION OF STANDBY EQUIPMENT FOR CHARGING CAR BATTERIES AT HOBOKEN TERMINAL COMPLETED IN 1972

HUNTERDON

SOMERSET

UNION

NEWARK

JERSEY CITY

NEW YORK

PLAINFIELD

CRANFORD

WESTFIELD

LINDEN

RAHWAY

STATEN ISLAND

BARITAN

SOMERVILLE

BOUND BROOK

NETUCHEN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

WEST TRENTON

TRENTON

MIDDLESEX

MERCER

MONMOUTH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD

LONG BRANCH

MIDDLETOWN

TECO BANK

NATAWAN

PERTH AMBOY

SOUTH AMBOY

NEW BRUNSWICK

JERSEY AVE

BELLE HEAD

PRINCETON

PRINCETON JUNCTION

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1972

NEW YORK & LONG BRANCH

N.Y.&L.B.

WARREN

MORRIS

ESSEX

NEWARK

UNION

SOMERSET

HUNTERDON

STATEN ISLAND

MIDDLESEX

MERCER

TRENTON

MONMOUTH

NEW YORK



RARITAN RIVER BRIDGE REPAIRS COMPLETED IN 1972

DESIGN OF NEW STATION AND PARKING FACILITIES IN MATAWAN TOWNSHIP. CONSTRUCTION SCHEDULED TO COMMENCE IN 1973.

DESIGN OF NEW PARKING FACILITIES AT MIDDLETOWN STATION. CONSTRUCTION SCHEDULED TO BE COMPLETED IN 1973.

ALL 21 CARS PURCHASED AND THOSE REHABILITATED PUT INTO SERVICE IN 1972.

CONSTRUCTION OF NEW PARKING FACILITIES AT LITTLE SILVER COMPLETED IN 1972.

A PROGRAM INVOLVING THE REPAIR OF 49 ROAD CROSSINGS AND REHABILITATION OF TRACK AND PLATFORMS AT 10 STATIONS TO BE COMPLETED IN 1973.

DESIGN OF OIL SEPARATOR INSTALLATION TO CORRECT A POLLUTION PROBLEM AT BAY HEAD YARD TO BE COMPLETED IN 1973.

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1972

PENN. CENTRAL



WARREN

NETCONG

MORRIS

MADISON

REHABILITATION OF ELIZABETH STATION TO BE COMPLETED IN 1973

NEWARK

JERSEY CITY

NEW YORK

HAMPTON

HIGH BRIDGE

SOME

REHABILITATION OF RAHWAY STATION IN DESIGN STATE. CONSTRUCTION SCHEDULED FOR COMPLETION IN 1974.

RAHWAY

STATEN ISLAND

HUNTERDON

PLANS FOR IMPROVEMENT TO METUCHEN STATION UNDER DESIGN. TOTAL COST OF PROJECT IS \$1,521,000 OF WHICH \$1,014,000 IS A FEDERAL GRANT.

METUCHEN

IMPROVED ACCESS TO METROPARK CONSISTING OF NEW RAMPS FROM GARDEN STATE PARKWAY AND NEW WOOD AVENUE UNDERPASS UNDER DESIGN.

MIDDLESEX

DESIGN OF PRINCETON JUNCTION COMMUTER PARKING AREA TO BE CONSTRUCTED IN 1973.

PRINCETON

70 MULTIPLE-UNIT COMMUTER CARS BEING BUILT FOR DELIVERY IN 1974. THE TOTAL COST OF THIS PROJECT IS \$28,100,000 OF WHICH \$18,733,000 IS A FEDERAL GRANT.

PRINCETON JUNCTION

MERCER

TRENTON

NEW TRENTON STATION STRUCTURE AT STREET LEVEL AND MODERNIZATION OF EXISTING PASSENGER CONCOURSE PLATFORM UNDER CONSTRUCTION AND SCHEDULED FOR COMPLETION IN 1973.

MONMOUTH

LONG BRANCH

ASBURY PARK

BELMAR

SEA GIRT

POINT PLEASANT BEACH

BAY HEAD



PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1972

PENNSYLVANIA READING SEASHORE LINES

OCEAN

PHILADELPHIA

CAMDEN



BURLINGTON

LINDENWOLD

GLOUCESTER

SALEM

HAMMONTON

10 DIESEL CARS REHABILITATED
AND FULLY IN SERVICE IN 1972.

EGG HARBOR CITY

ATLANTIC

ABSECON

ATLANTIC CITY

CUMBERLAND

TUCKAHOE

OCEAN CITY

CAPE

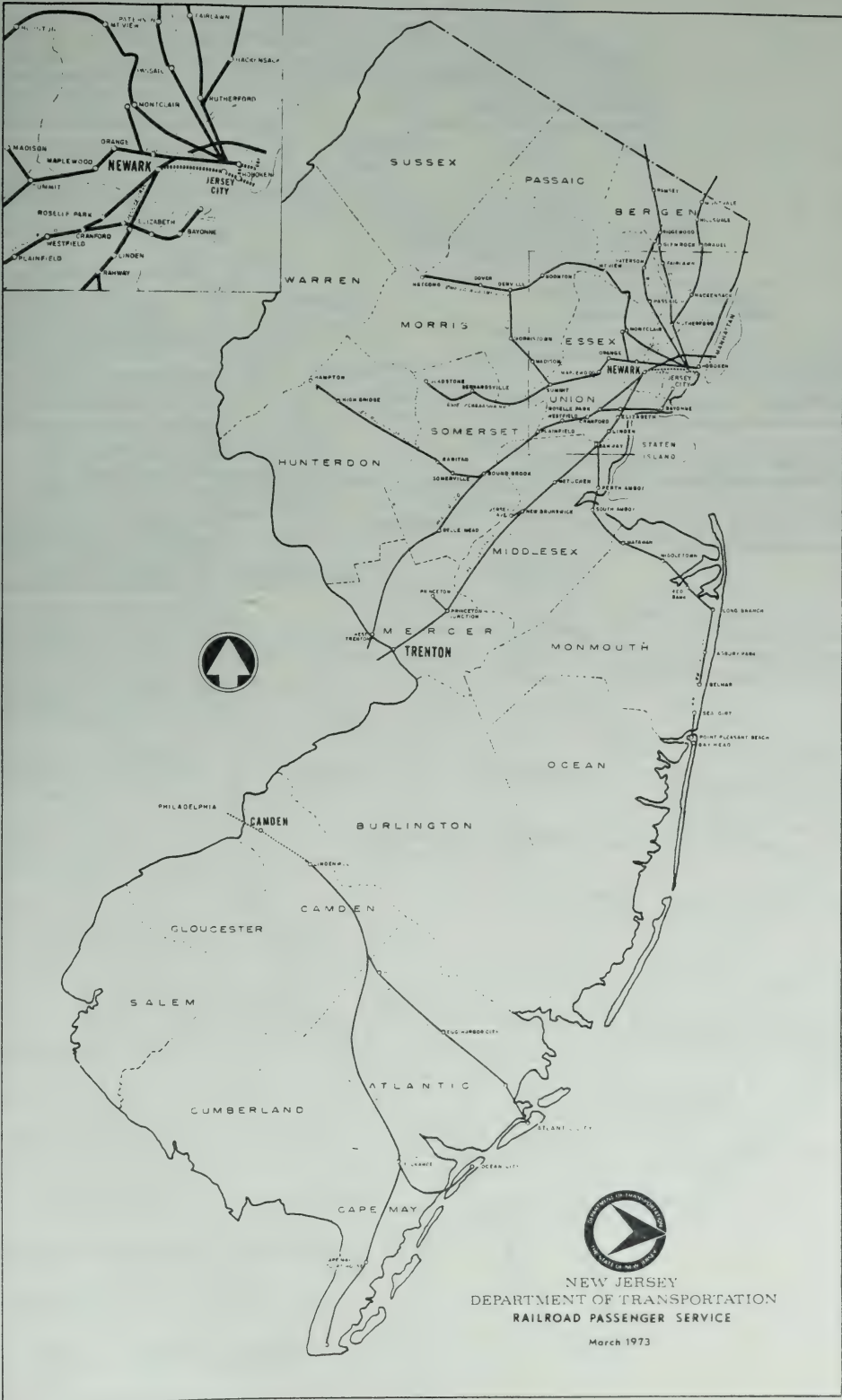
MAY

CAPE MAY
COURT HOUSE

WILLOWOOD

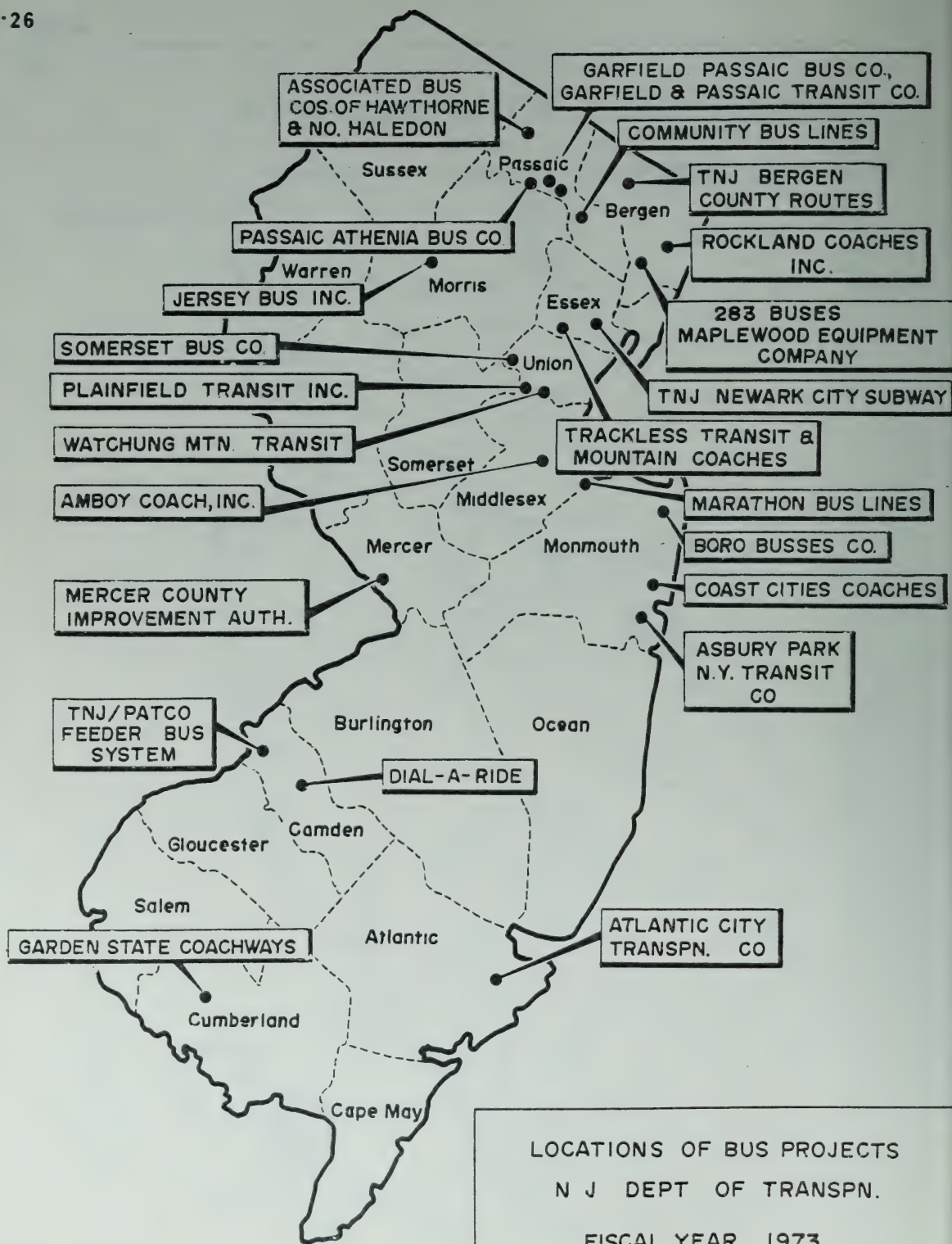
CAPE MAY





NEW JERSEY
DEPARTMENT OF TRANSPORTATION
RAILROAD PASSENGER SERVICE

March 1973

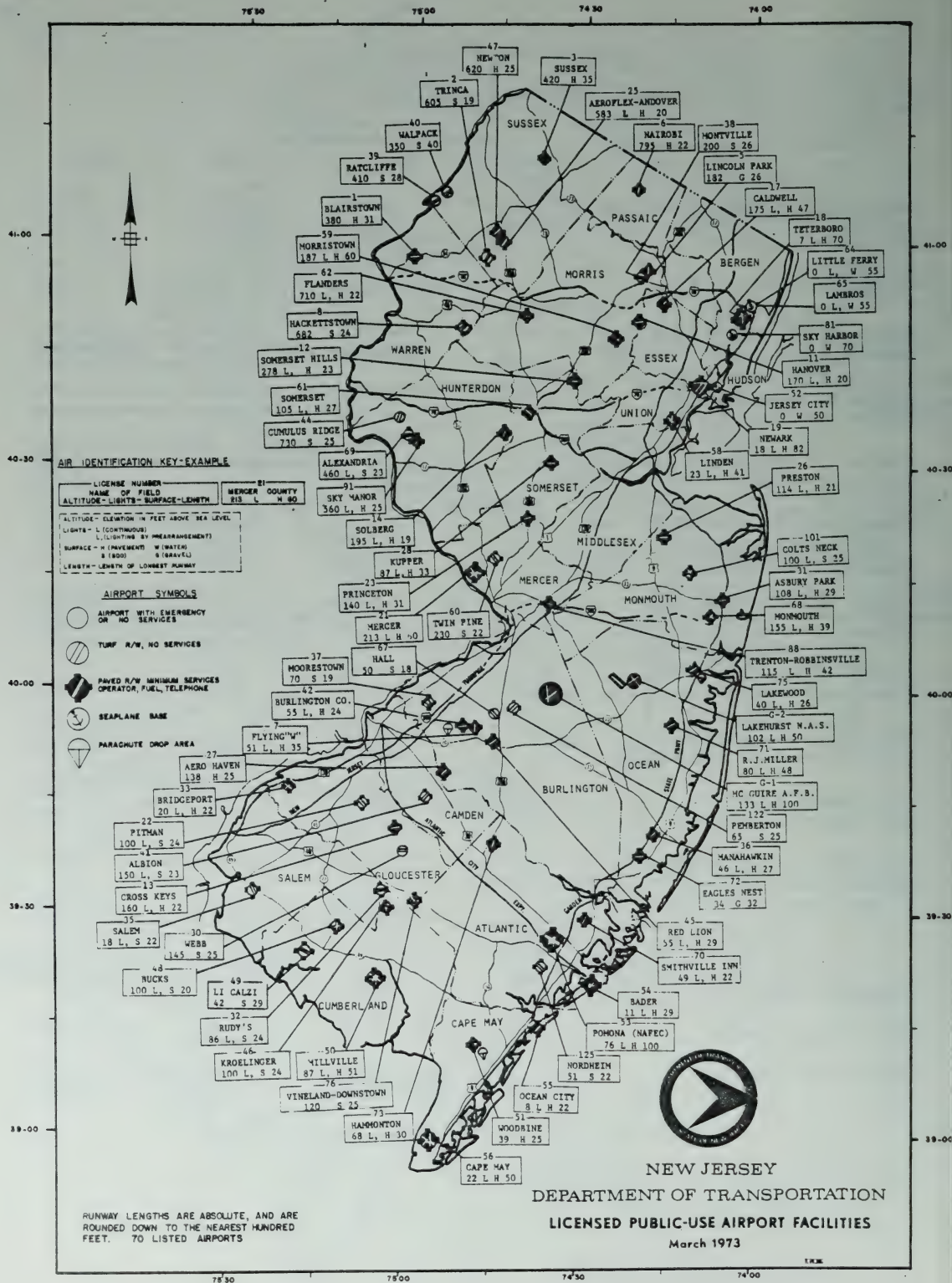


BUS ASSISTANCE AGREEMENTS

CALENDAR YEAR 1972

	<u>Total</u>	<u>County</u>	<u>State</u>
Associated Bus Cos., Hawthorne & N. Haledon	\$ 79,000	\$ 19,750	\$ 59,250
Atlantic City Transportation Co. (ACTC)	175,000	43,750	131,250
Boro Busses Co.	176,000	44,000	132,000
Brigantine (ACTC)	3,000	750	2,250
Coast Cities Coaches, Inc.	180,000	45,000	135,000
Community Bus Lines, Inc.	154,000	38,500	115,500
Garden State Coachways	27,600	6,900	20,700
Garfield Passaic Bus Co.	37,000	9,250	27,750
Garfield & Passaic Transit Co.	88,781	22,195	66,586
Inter City Lines	40,000	---	40,000
Jersey Bus, Inc. (formerly Dover-Mt. Hope-Picatinny Bus Line)	120,000	30,000	90,000
Marathon Bus Lines, Inc.	68,000	17,000	51,000
Mercer (Metro) County Impvt. Authority	100,000	---	100,000
Passaic Athenia Bus Co., Inc.	75,000	18,750	56,250
Plainfield Transit, Inc.	36,568	9,142	27,426
Trackless Transit, Inc. & Mtn. Coaches	139,750	34,937	104,813
TNJ, Bergen Cross County	34,000	---	34,000
TNJ B72 Bergen County Routes	100,000	25,000	75,000
TNJ, Essex County	160,000	40,000	120,000
TNJ, Newark City Subway	176,000	44,000	132,000
TNJ/PATCO Feeder Bus System	750,000	---	750,000
Watchung Mountain Transit (formerly Summit-New Providence Bus Lines)	67,250	16,812	50,438
TOTALS	\$2,786,949	\$465,736	\$2,321,213

<u>Demonstrations</u>	<u>Total</u>	<u>County</u>	<u>State</u>
TNJ, Bergen County	\$ 94,000	\$ 47,000	\$ 47,000
ACTC, Mays Landing	4,500	2,250	2,250
TOTALS	\$ 98,500	\$ 49,250	\$ 49,250



NEW JERSEY DEPARTMENT OF TRANSPORTATION

AVIATION FACTS

As of December 31, 1972

Aircraft Registered in N. J.....	3,580
(Plus 190 Dealer Decalcomanias)	
Residents with Federal Pilot Certificates.....	18,500
Public-Use Airports.....	49
(Publicly Owned 13--Privately Owned 36)	
Public-Use Landing Fields.....	18
Public-Use Landing Strips.....	6
Private-Use Landing Strips.....	14
Private Aviation Facilities.....	67
Heliports and Helistops.....	245
(Public Use 16--Private Use 229)	
Special 3-day Helistops.....	142
Temporary Landing Areas.....	1
Aircraft Dealers Registered in N. J.....	48
Licensed Fixed-Base Operators.....	150

Types of Operation

Air Instruction Schools.....	72
Aircraft Maintenance & Repair Shops.....	70
Flying Clubs.....	38
Dusting, Spraying, and Seeding.....	18
Banner Towing (Aerial Advertising).....	12
Electrical Sign (Aerial Advertising).....	--
Sport Parachuting Centers.....	4
Intrastate Air Carriers.....	1
Air Taxi Charters.....	4
Sport Parachute Exhibitions.....	20
Aerial Exhibitions (Meet or Air Race).....	2
Federal Aid to Airports (4) in Calendar 1972.....	\$1,200,000

PUBLIC HEARINGS
CALENDAR YEAR 1972

<u>DATE</u>	<u>TYPE</u>	<u>FACILITY</u>	<u>AREA</u>
Jan. 25	Highway: Corridor	Rt. 206 Fwy.	Newton Bypass, Sussex County.
Feb. 1	Highway: Corridor & Design	Passaic Street Bridge	Replacement, New Providence & Chatham, Union & Morris Cos.
Feb. 9	Highway: Corridor & Design	Rt. 10	Livingston Traffic Circle, Essex County.
May 22	School Fare Increase	Bus: Mercer Metro	Mercer County
Jun. 19	Passenger Service Contract	Railroad: Central of N.J.	All N. J. Lines
Jun. 21	Service Discontinuance	Railroad: Penn-Reading Seashore Lines	South Jersey
Jun. 27	Highway: Corridor & Design	Rt. 444 (G.S.Pkwy.)	Access Ramps to Metro-Park R.R. Station, Woodbridge, Middlesex County.
Jul. 6	Highway: Corridor	Rt. 55 Fwy.	Rt. 42 to Rt. 40, Deptford & Franklin, Gloucester Co.
Jul. 18	Highway: Corridor & Design	Rt. 46	Westminster Traffic Circle, Lodi & Saddle Brook, Bergen Co
Jul. 25	Highway: Design	Rt. 206 & 94	Traffic-Pattern Improvement, Newton, Sussex County.
Aug. 30	Fare Hearing	Railroad: Penn Central	All N. J. Lines
Sep. 15	Fare Hearing Continuation	Railroad: Penn Central	All N. J. Lines
Sep. 22	Fare Hearing Continuation	Railroad: Penn Central	All N. J. Lines
Oct. 25	Highway: Corridor & Design	Rt. 38	Widening, Mt. Laurel, Hainesport, Lumberton, & Mt. Holly, Burlington Co.

GOVERNOR

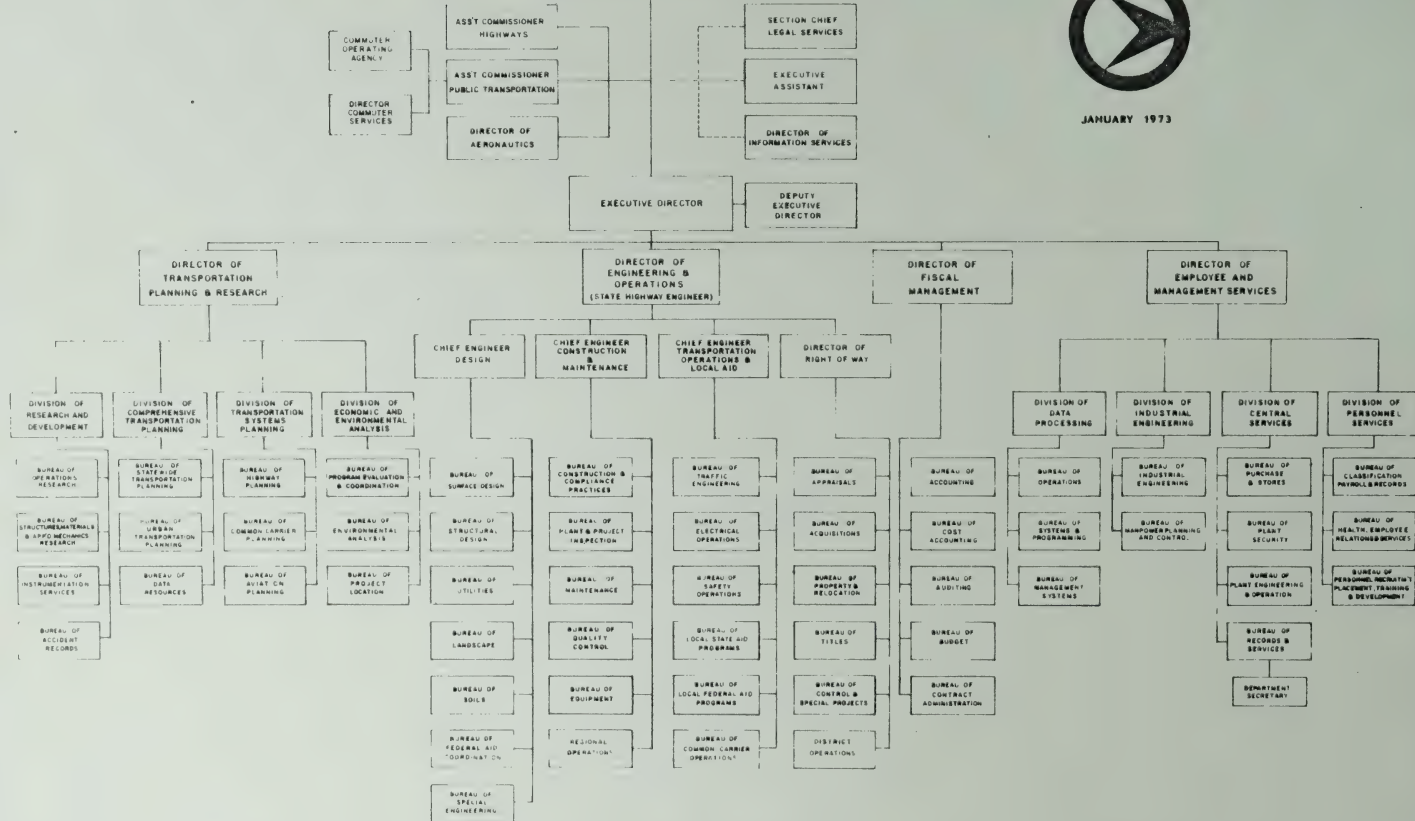
NEW JERSEY DEPARTMENT OF TRANSPORTATION

COMMISSIONER
of
TRANSPORTATION

ORGANIZATION CHART



JANUARY 1973



NJDOT RESEARCH LIBRARY



3 4310 00011 1883

NJDOT RESEARCH LIBRARY



